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# Navy News

The Newspaper of the Royal Navy and The Royal Naval Association

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## PENSIONS, TERMINAL GRANTS TO BE INCREASED

### All serving since November will benefit; widows included

### Navy Estimates—£1m. TO IMPROVE ACCOMMODATION

THE Navy Estimates for the next financial year, published on February 23, show an increase of £24,000,000 more than the original estimates for the last year and reach the figure of £370,000,000. The First Lord, the Earl of Selkirk, in an explanatory paper, explains that the money is, in the main, being spent on new ships with costlier equipment.

An interesting fact was promulgated in the White Paper. The new guided missile destroyers are to be fitted with "entirely novel propulsion machinery combining steam and gas turbines." It is understood that the new machinery would enable a ship in harbour without

"steam up" to get under-way instantly by using the gas turbines.

H.M.S. Hermes, the new aircraft carrier, is expected to commission for trials this year.

One disturbing feature of the reports is that very little information is

**SERVICE** men and their families are to receive bigger pensions and terminal grants from April 1. This information was given by the Minister of Defence on February 24 and follows the Government's acceptance of the Grigg Report.

H.M.S. Tiger, the Navy's latest cruiser, about to come into service. This photograph, taken during recent trials, gives an idea of power with speed. It is expected that the ship will be seen at Portsmouth during the Easter Navy Days

Terminal grants are fixed at three times the annual pension and in the case of a chief petty officer being pensioned after 22 years' service will amount to £629. When the Grigg Report was published last November it said:

"The Admiralty's engagement structure is, however somewhat different from that of the other two Services. . . . We suggest that the Admiralty might be left free to devise a scheme of its own to suit the needs of the Royal Navy provided that the cost is roughly the same as that of applying to the Royal Navy the scheme we recommend for the other two Services."

Their Lordships announcing the Pension Scheme state that they have endeavoured to avail themselves of the above invitation, but it has not proved possible to construct a satisfactory scheme which also meets the stipulation regarding cost and yet does not leave many ratings at a disadvantage compared with Army and R.A.F. other ranks. They have accordingly decided to adopt the same scheme as the other two Services.

#### SATISFACTORY INCREASES

This scheme does, of course, give very satisfactory increases, e.g., after 22 years' pensionable service a chief petty officer will receive £4 0s. 8d. a week pension, plus £629 terminal grant and a petty officer £3 11s. 6d. a week pension, plus £558 terminal grant. After 27 years' pensionable service the corresponding figures are chief petty officer £5 17s. 4d. a week and £915, petty officer £5 4s. a week and £811.

The new rates will be introduced on April 1.

An Admiralty Fleet Order is to be issued within a month, giving full details of the new rates. From announcements made so far it may

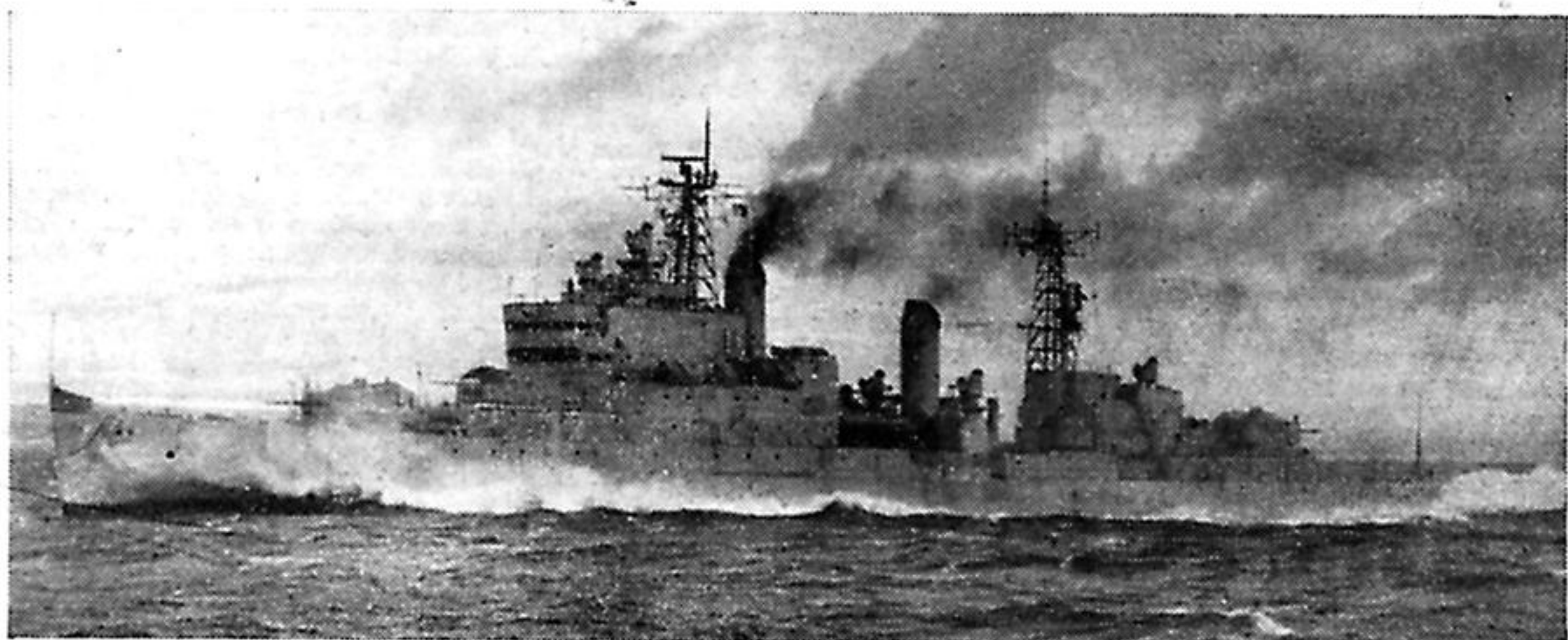
appear that chief petty officers are at a disadvantage vis-à-vis their opposite numbers in the other services but an Admiralty spokesman has commented that "the new rates had been gone through with a tooth-comb in order that there should be no anomalies or unfairness."

Family pensions will be increased to give widows one-third of the pension their husbands were drawing, or if the husband dies during service the widow will receive the pension he would have drawn had he been invalided. If the husband's death is attributed to the Service there are to be "special arrangements."

Pensions for the Women's Services are fixed at 85 per cent. of the men's rates, rank for rank.

Men and women who were serving on November 4, 1958, are eligible for the new rates.

The Navy Estimates show that the number of flag officers is to be reduced during the coming financial year from 89 to 81. The total number of officers is reduced from 10,880 to 9,900, and the number of ratings is reduced from 86,900 to 82,200.



### ANCIENT PRIVILEGE RESTORED

THE ancient privilege of drinking Her Majesty's health in naval messes whilst remaining seated and which it is said originated when a certain sovereign bumped his head when he stood up, has been restored even when the National Anthem is played. For some years it has been customary to stand for the Loyal Toast if the National Anthem was played.

If H.M. The Queen, His Royal Highness The Prince Philip, Duke of Edinburgh or any other member of the Royal Family is present these toasts will be honoured standing unless Her Majesty, His Royal Highness or the other member of the Royal Family has expressed a wish that officers should remain seated; and Her or His pleasure is to be taken before the meal as to which procedure is to be followed.

When officers of the Indian or Pakistani Navies are present, the health of their President should also be drunk seated. Likewise, when officers of the Royal Malayan Navy are present, the health of His Majesty The Yang Di-Pertuan Agong should be drunk seated. These toasts should be drunk immediately after the Queen's toast.

### Navy Days

NAVY Days have been arranged this year for Easter, Whitsun and August as follows:

Portsmouth: March 28, 29 and 30; August 1, 2 and 3.  
Plymouth: May 16, 17 and 18; August 1, 2 and 3.  
Chatham: August 1, 2 and 3;  
Rosyth: May 16 and 17.  
Portland: May 16, 17 and 18.

available about the nuclear submarine Dreadnought although materials are being assembled.

H.M.S. Tiger will commission this month and may, possibly, be seen at the Portsmouth Easter Navy Days. The First Lord states that the Tiger's guns (three-inch and six-inch) are as good

as any in the world. The Royal Navy strength has been fixed at 106,000 and this figure will drop to 102,000 during the year. Over £1,000,000 is to be spent during the year for shore accommodation for officers and men and there will also be 400 new married quarters.

### Coastal minesweepers slightly damaged in Malta riots

"Backward swimmer" commended by C.-in-C.

THE Commander-in-Chief Mediterranean has commended A.B. W. Kerr, of H.M.S. Armada, for his prompt action in rescuing a Naval rating from the harbour at Kalkara Steps, Grand Harbour, Malta, last year.

The commendation says that Kerr, a "backward swimmer, dived into the water to rescue another rating who



had fallen in and his prompt action was undoubtedly instrumental in saving the man's life."

A.B. Kerr's home is in Lisburn, Northern Ireland.

REAR-ADMIRAL J. LEE-BARBER, Admiral Superintendent of Malta dockyard, was stoned and slightly injured during rioting which broke out in the dockyard on February 27. Some cars were set on fire and some were pushed into a dry dock together with an Admiralty fire engine. It was also reported that three coastal minesweepers were slightly damaged by stones thrown by the rioters.

The rioting broke out when about half of the dockyard workmen received dismissal notices with their pay packets. The notices promised the workers they would be offered jobs the day after the notices expired by C. H. Bailey—the firm which is taking over the dockyard.

### Birthday Parade to be held in Gosport

IT has been officially stated that the Queen's Birthday Parade this year will be held on Saturday, June 13, at Gosport instead of Southsea Common.

This year the Royal Counties Show will be taking place on the Common—hence the change of venue.

H.M.S. St. Vincent, the junior seamen's training establishment, will organise the parade, usually the responsibility of H.M.S. Excellent.

Gosport people hope that a precedent having been made there will be other opportunities to stage this colourful parade—say, every other year.

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## Navy News

EDITOR

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### EDITORIAL

THE new pensions rate and terminal grants are a real step forward, in fact a jump. Since the war the various increases in pay and conditions of service have made the Royal Navy a worth-while career and these new pension rates have enhanced the situation. It is felt that the new conditions will be an added incentive, not only to re-engagement, but also to recruitment itself.

The new rates will, however, cause a certain amount of heart-burning among officers and men who have been retired over the past years. These people earned a retirement pay based on their wages and what might have been considered suitable 20 years ago, is now pitifully inadequate. Of course, the revision of pensions every time there is an increase for those about to be discharged from the service bristles with difficulties and would cost an enormous amount of money but the fact remains that the officers and men on reduced pension rates gave as much service to the nation as those on new rates and, in equity, pension rates ought to bear a relation to the amount of service given rather than to the wages received with service.

The question of terminal grant is a different matter. These were instituted to enable a person to rehabilitate himself in civilian life and, therefore, as the older pensioner has rehabilitated himself—to his good or otherwise—no payments of differentials for terminal grants come into this question.

Perhaps the Government should set up an inquiry to ascertain the cost. Unquestionably it would be astronomical but it should also be realised that the cost in respect of those now in receipt of the smaller pensions would be a diminishing one.

### 'WITH A THANKFUL REMEMBRANCE OF THY MERCIES'

*Praise the Lord, O my soul . . . who layeth the beams of his chambers in the waters and maketh the clouds his chariot and walketh upon the wings of the wind.*

# ADMIRAL TO BE GOVERNOR OF MALTA AT A CRITICAL TIME

## First Naval man in 150 years

ADMIRAL Sir Guy Grantham, Commander-in-Chief, Portsmouth, is to become Governor and Commander-in-Chief of Malta. He succeeds Major-General Sir Robert Laycock, who is retiring. Sir Robert has been Governor since September, 1954, his normal three-year term of office having been extended on two occasions.

Sir Guy will be the first Naval officer to become Governor of Malta since Vice-Admiral Sir A. J. Ball (1799-1810) and the appointment gives immense satisfaction, not only to the Navy, but to the many hundreds of

others who have met and admired the quiet, unobtrusive and yet efficient manner in which the new Governor-to-be conducts affairs.

His warm friendliness, coupled with a love for Malta which he has expressed on several occasions, and a knowledge of the Mediterranean gained from a number of years' service in that area, will commend him to the Maltese people.

Admiral Grantham will be taking over the Governorship at a critical period—a Bill now before Parliament sets up a system of a Cabinet of Maltese nominated by the Governor—but the Maltese regard for the Royal Navy and for the Admiral himself could tend to ease political strife in the island and lead to Sir Guy's aim of working for a settlement to be achieved. It is without doubt a tough job, but the general feeling is that the right man has been selected for it.

Among his recent appointments Admiral Grantham was Chief of Staff to the Commander-in-Chief, Medi-



Admiral Sir Guy Grantham

terranean, 1946-48, Flag-Officer (Air) and Second-in-Command, Mediterranean, 1950, and in 1953, after serving at the Admiralty, he succeeded Admiral of the Fleet Earl Mountbatten as Commander-in-Chief.

## NEW C.-IN-C. IS APPOINTED

### ADMIRAL POWER: TOOK PART IN WAR'S LAST MAJOR ACTION

VICE-ADMIRAL Sir Manley L. Power, K.C.B., C.B.E., D.S.O. and Bar, has been appointed Commander-in-Chief, Portsmouth, in succession to Admiral Sir Guy Grantham, G.C.B., C.B.E., D.S.O., to serve in the acting rank of Admiral, to take effect this month. Admiral Power's appointment to the NATO post of Allied Commander-in-Chief, Channel, has also been announced.

Admiral Power, whose present appointment is Deputy Chief of Naval Staff and Fifth Sea Lord, is 55 and is one of the youngest officers ever appointed to the senior Home Command post.



Vice-Admiral Sir M. L. Power

Entering the Navy as a Cadet in September, 1917, Sir Manley served mainly in submarines until 1939, when he was promoted commander and appointed to H.M.S. Warspite as Staff Officer Operations to Admiral Cunningham, Commander-in-Chief, Mediterranean. During this period he was directly concerned in the battles of Calabria (the first major fleet action in the Mediterranean), Matapan and Taranto, the Malta convoys and the evacuation from Greece and Crete. For his work he was awarded the O.B.E. in December, 1940.

In 1942 Admiral Power was appointed to command H.M.S. Opportune and helped to escort the Russian convoys PQ18 and QP14 which suffered severely from strong enemy submarine and air attacks in northern waters. As Staff Officer Operations he was responsible for the planning and execution of Operation "Torch," the Allied landings in North Africa in November of that year. For the part he played in Operation "Torch" he was awarded the C.B.E.

With the reorganisation of the Command in the Mediterranean, Admiral Power then became Staff Officer Plans to the new Commander-in-Chief, Mediterranean, Admiral Sir John Cunningham, and in this capacity he assisted in the planning of the invasion of Sicily, Operation "Husky." In December, 1943, he was promoted to captain.

In June, 1944, Admiral Power was appointed to command the 26th Destroyer Flotilla in H.M.S. Kempenfelt. He and his flotilla took part in the Normandy Landings and as Captain (Patrols) off the Normandy beaches he was engaged in various actions against enemy E-boats. For these services he was awarded the D.S.O. In November, 1944, he transferred to H.M.S. Myngs as his new leader and in that ship took part with his flotilla in an action which resulted in the destruction of a large enemy convoy off the Norwegian coast later in that year. After this action he transferred to a new leader, H.M.S. Saumarez, and took his flotilla of V-class destroyers through the Mediterranean

to join the East Indies Station.

Operating usually from Trincomalee, Admiral Power's flotilla harried Japanese shipping and bases in the Andaman Islands area and carried out several bombardments, working alone and with the heavy units of the East Indies Fleet. On the night of May 15/16, 1945, Admiral Power's flotilla intercepted, engaged and destroyed the Japanese eight-inch heavy cruiser Haguro and her attendant destroyer in the Malacca Straits. This famous night action owed its success to previous planning and practice. The precision and timing of the five destroyers' attacks sank the Haguro in 47 minutes. The total casualties of the flotilla were two killed and three injured, all in the leader, H.M.S. Saumarez. For his part in this action (which was the last major surface gun and torpedo action of the war) Admiral Power was awarded a bar to his D.S.O.

From January, 1946, until July, 1946, Admiral Power was Deputy Director of Plans in the Admiralty, then, after a period as Senior Naval

(Continued on page 3, column 3)

## ROYAL NAVY'S DRAFTING FORECAST

PARTICULARS IN this forecast are liable to alteration. The U.K. Base Port is the port at which a ship may be expected to give leave and to refit as a general rule.

Volunteering. Ratings may volunteer for any of the ships, or for service in a particular station, or for specific forms of service (e.g., Local Foreign Service or General Service). As drafting action is normally taken at least four months ahead for General Service and Foreign Service and two months ahead for Home Sea Service and Port Service, applications to serve in ships which are commissioning within these periods are unlikely to have any effect.

### SUBMARINE COMMAND

H.M.S. Thule, April, at Chatham and for service in Portsmouth Squadron.  
H.M.S. Narwhal, April, at Barrow and for service in Faslane Squadron.  
H.M.S. Turpin, April, at Devonport, and for service in Portsmouth Squadron.

### GENERAL

H.M.S. Tiger, March 17 at Clyde, for Home Sea Service trials. U.K. Base Port, Portsmouth.  
H.M.S. Burnaston, March 9, at Hythe, for Local Foreign Service (Mediterranean). (Crew ex Hickleton.)  
H.M.S. Enterprise, March, at Bideford for Home Sea Service (East Coast Survey). U.K. Base Port, Chatham.  
H.M.S. Egeria, March, at Cockenzie, for Home Sea Service (East Coast Survey). U.K. Base Port, Chatham.  
H.M.S. Malcolm, March 1, for Home Sea Service (Fishery Protection). U.K. Base Port, Rosyth.  
H.M.S. Laymoor, April at Renfrew for Home Sea Service. (Crew ex 1 Boom Defence Vessel.)  
H.M.S. Puncheston, April 20, at Hythe, for Local Foreign Service (Mediterranean). (Crew ex Kildarton.)

H.M.S. Girdle Ness, April 28 at Devonport, for Local Foreign Service (Mediterranean).  
H.M.S. Bermuda, April 30 at Devonport for General Service Commission (Home/Mediterranean). U.K. Base Port, Devonport.  
H.M.S. Monckton, April, at Rosyth, for Home Sea Service (Vernon Squadron vice Beachampton). U.K. Base Port, Portsmouth.  
H.M.S. Crane, April 30 at Singapore for Foreign Service (Far East).  
H.M.S. Crossbow, April 21 at Chatham for General Service Commission (Mediterranean/Home). U.K. Base Port, Chatham.  
H.M.S. Rocket, May 5, at Portsmouth, for trials.  
H.M.S. Shavington, May 11, at Hythe, for Local Foreign Service (Mediterranean). (Crew ex Dugton.)  
H.M.S. Belfast, May 12, at Devonport, for Foreign Service (Far East).  
H.M.S. Layburn, May, at Renfrew, for Home Sea Service. (Crew ex 1 Boom Defence Vessel.)  
H.M.S. Loch Killisport, May 12, at Portsmouth, for General Service Commission (Home/Arabian Sea and Persian Gulf). U.K. Base Port, Portsmouth.  
H.M.S. St. James, June at Devonport for trials.  
H.M.S. Powderham, June, at Hythe for Home Sea Service (50th M.S.S.—crew ex-Reedham). Home Base Port, Rosyth.  
H.M.S. Leverton, June, at Hythe, for Local Foreign Service (Mediterranean). (Crew ex Thankerton.)  
H.M.S. Whitby, June 30, at Rosyth, for General Service Commission (Home/Mediterranean). U.K. Base Port, Chatham.  
H.M.S. Zest, June 30, at Portsmouth, for General Service Commission (Home/Mediterranean). U.K. Base Port, Portsmouth.

H.M.S. Eastbourne, June 30, at Chatham, for General Service Commission (Home/Mediterranean). U.K. Base Port, Chatham.  
H.M.S. Dalrymple, July, at Devonport for General Service Commission. U.K. Base Port, Devonport.  
H.M.S. Scorpion, July, at Chatham, for trials. (Part General Service Commission complement.)  
H.M.S. Loch Insh, July, at Devonport, for General Service Commission (Home/Arabian Sea and Persian Gulf). U.K. Base Port, Devonport.  
H.M.S. Tiger, July, for General Service Commission.  
H.M.S. Chevron, August, at Rosyth for trials.  
H.M.S. Puma, August, at Devonport, for General Service Commission (Home/South Atlantic and South America). U.K. Base Port: Devonport.  
H.M.S. Protector, August, at Portsmouth, for General Service Commission (Home/South Atlantic and South America). U.K. Base Port, Portsmouth.  
H.M.S. Wakeful, August, at Portsmouth, for Home Sea Service (Portsmouth Squadron vice Starling). U.K. Base Port, Portsmouth.  
H.M.S. Verulam, August, at Devonport, for Home Sea Service. U.K. Base Port, Portsmouth.  
H.M.S. Torquay, September 29, at Portsmouth, for General Service Commission (Home/East of Suez). U.K. Base Port, Portsmouth.  
H.M.S. Salisbury, September 29, at Devonport, for General Service Commission (Home/East of Suez). U.K. Base Port, Devonport.  
H.M.S. Scarborough, September 29, at Portsmouth, for General Service Commission (Home/East of Suez). U.K. Base Port, Portsmouth.  
H.M.S. Tenby, September 29, at Chatham, for General Service Commission (Home/East of Suez). U.K. Base Port, Chatham.

H.M.S. Carysfort, September, at Portsmouth, for Foreign Service (Far East).  
H.M.S. Albion, September, at Portsmouth, for General Service Commission. U.K. Base Port, Portsmouth.  
H.M.S. Cavendish, October, at Devonport, for Foreign Service (Far East).  
H.M.S. Chichester, October 6, at Chatham, for General Service Commission (Mediterranean/Home). U.K. Base Port, Chatham.  
H.M.S. Jaguar, October, at Dumbarton, for General Service Commission (South Atlantic and South America/Home). U.K. Base Port, Chatham.  
H.M.S. Loch Lomond, October, at Sheerness, for General Service Commission (Home/Arabian Seas and Persian Gulf). U.K. Base Port, Chatham.  
H.M.S. Cardigan Bay, October, at Singapore, for Foreign Service (Far East).  
H.M.S. Trafalgar, November, at Portsmouth, for General Service Commission (Home/Mediterranean). U.K. Base Port, Portsmouth.  
H.M.S. Jutland, November, at Chatham, for General Service Commission (Home/Mediterranean). U.K. Base Port, Chatham.  
H.M.S. Broadsword, November, at Chatham, for General Service Commission (Home/Mediterranean). U.K. Base Port, Chatham.  
H.M.S. Dunkirk, November, at Devonport, for General Service Commission (Home/Mediterranean). U.K. Base Port, Devonport.  
H.M.S. Scorpion, November, at Chatham, for General Service Commission (Home/Mediterranean). U.K. Base Port, Chatham.  
H.M.S. Loch Fada, December, at Portsmouth, for General Service Commission (Home/Arabian Seas and Persian Gulf). U.K. Base Port, Portsmouth.

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## *Benevolent trust offices —'James Lane House'*

**T**HE Portsmouth offices of the Royal Naval Benevolent Trust were named "James Lane House" on February 19 by the Commander-in-Chief, Portsmouth, Admiral Sir Guy Grantham, in the presence of Mrs. Lane (widow), Mr. Frank Lane (son) and five founder members of the Portsmouth Committee of the Trust. Sir Guy revealed the nameplate of the house by pulling back a White Ensign above the door of the Trust's offices.

James Edward Lane, who died at the early age of 57 in 1941, entered the Royal Navy as a boy writer from Greenwich Royal Hospital School. He became chairman of the Portsmouth Branch of the Grand Fleet Fund and was one of those who helped to form the Royal Naval Benevolent Trust in 1922. As a memorial to one "who gave much of his time, energy and thought for the betterment of his fellow men in general, and of Naval men and their dependants in particular," the local committee has had the offices named "James Lane House."

Among those present at the ceremony were Mr. R. Rodgers, chairman of the local committee; Dame Elizabeth Kelly, Aldermen J. P. D. Lacey and T. J. Smith, Rear-Admiral R. W. Paffard, Cdre. A. A. F. Talbot. The five founder members also present were Messrs. S. H. Howe, R. G. Smellie, G. H. Weymark, E. J. Hare and Lieut.-Cdr. G. Kingsford, R.N. (retired).



## James Lane House

## 500-year-old instrument marks birth of modern science

**T**HE National Maritime Museum is placing on exhibition one of the finest and unique relics of science. It is a small brass astrolabe made in 1462 by Johannes Muller, of Königsberg. This astronomer, known to posterity by his Latin name, Regiomontanus, stands as a dividing line between the Middle Ages and the Renaissance of science.

This astrolabe was the first scientific instrument he made—it was a gift to his patron and protector, Cardinal Bessarion, who had brought the young scholar to Rome from Nuremberg and given him access to the fine manuscripts of classical Greek astronomy. Later, Regiomontanus returned to Nuremberg and erected there an observatory, a press for printing scientific books and a workshop for making scientific instruments.

It is this activity spreading out from his centre that marked the rebirth of astronomy and indeed of all modern science. This instrument stands at the beginning of a long line that reaches, in modern times, to the cyclo-

she was in port.

## BEST YEAR

proposing a toast to the branch, Mr. Rodwell, the chairman, said that the past year, both financially and socially, had been the branch's best one since it was formed. Attendances for Friday night gatherings had been good, but they would still be glad to welcome new members. Mentioning that this year was the centenary of the Royal Naval Reserve, he said that they were trying to mark the occasion by organising a service for all R.N.A. branches in No. 5 at the memorial in Belle Vue. Several branches had already approved the idea and it was hoped a full Naval guard of honour and band would be able to attend.

e president, Dr. J. D. D. Boswell, posing a toast to the R.N.A., said even though these were days of l and scientific wonders and

tron, the radio-telescope and all other artifacts of science.

The astrolabe is a circular star map that can be rotated so as to calculate the positions of the sun and stars at any time of any day of the year; it could also be used for simple observations. The style of the instrument and its special arrangement of star pointers was conied by later workers.

The instrument was presented to Dr. William Somerville (husband of Mary Somerville, after whom Somerville Hall, Oxford, was named) in Rome; he gave it to his friend, Sir John Herschel. It has remained in the Herschel family ever since and has now been lent to the Museum by Cdr. M. H. Hardcastle, R.N.

## Conference delegates entertained

**T**HE Social Committee of No. 1 Area consider it desirable that something should be "laid on" for the delegates and wives or friends accompanying them, once the day's work has been completed. When the Conference was last in London, in 1956, a river trip and two separate coach tours were organised and all three fell as flat as a pancake. The reason for this appeared to be that very few knew anything about them. In order to avoid such a contingency this year early information on what it is proposed to do is being promulgated via "Navy News." Complete details will be sent to delegates later on and will also be published in "Navy News" and the No. 1 Area Bulletin. So, in the words

# SHIPS OF THE ROYAL NAVY

No. 42

## H.M.S. REDPOLE



**H.M.S. Redpole** is a modified Black Swan class frigate with a peacetime complement of 120 officers and men. Her present primary task is to provide navigational training for officers, for which purpose she has been equipped with additional navigation positions and equipment.

While her task necessarily keeps her largely in Portsmouth waters, she occasionally strays away from them, and recently conveyed the Commander-in-Chief, Portsmouth, on a N.A.T.O. visit to Belgium and Holland.

She was laid down on May 18, 1942, at Messrs. Yarrows Yard at Glasgow, and was launched by Miss Lodge on February 25, 1943. She was allocated to the Fourth Escort Group at Greenock, and from August, 1943, to January, 1944, escorted Mediterranean convoys between the U.K. and Gibraltar. Later she was in action off Normandy and then, towards the end of the Second World War, was employed with the British Pacific Fleet, returning to the U.K. in July, 1946.

For those interested in technical details, her standard displacement is 1,735 tons, overall length 299 ft. 6 in., and extreme breadth 38 ft. 6 in. She has two Reaction Turbine Engines developing 4,300 shaft horse power, giving a top speed of around 19 knots.

There have been four previous ships bearing the same name. The first, a brig sloop of 239 tons, was launched in July, 1808, and was employed in Sir James Gambier's action against the French in Basque and Aire Roads in 1809. The second Redpole, a paddle wheel steam tug of 360 tons, was broken up in 1877. The next, a gun boat first class, was launched at Pembroke in June, 1889, and served on the China Station until she was sold in 1906, and the fourth, a torpedo boat destroyer of 720 tons, was launched in June, 1910, served in the First World War in Home and Mediterranean waters, and was sold in 1921.

The fifth and present Redpole (commanded by Lieut.-Cdr. J. L. N. Ommanney, R.N.) was recommissioned, after her war-time service, in October, 1949, for her navigation and pilotage training duties, and is now

(Continued from page 2, Col. 5)

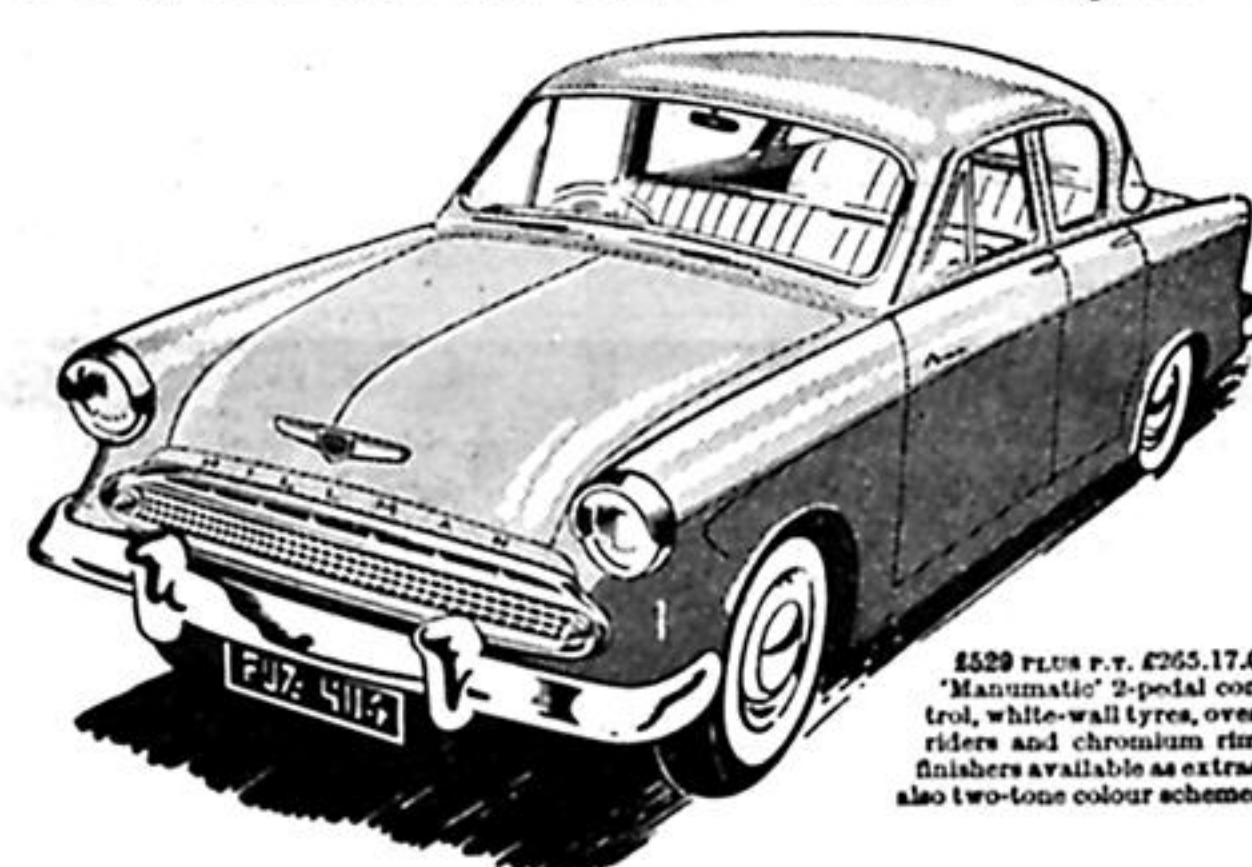
Member of the Directing Staff, Joint Services Staff College, he was appointed in command of H.M.S. Osprey, the anti-submarine school at Portland, in July, 1949. On completion of this appointment he took command of H.M.S. Indomitable, the Home Fleet Flagship, in July, 1950, and served as Flag-Captain to Admiral Sir Philip Vian, Commander-in-Chief, Home Fleet. In May, 1952, Admiral Power was appointed Chief of Staff to Commander-in-Chief, Mediterranean, Admiral Mountbatten, in the rank of Commodore 1st Class.

He was promoted to Rear-Admiral in July, 1953, and in April, 1954, was appointed Senior Naval Member of the Directing Staff of the Imperial Defence College. In April 1956 he became Flag Officer Aircraft Carriers, flying his flag in *Eagle*, *Bulwark*, *Albion* and *Ark Royal* during his appointment. In November, 1956, he commanded the Anglo-French Carrier Group during Operation "Musketier". In October, 1957, he was appointed a member of the Board of Admiralty as Deputy Chief of Naval Staff and Fifth Sea Lord. He received a K.C.B. in the Queen's Birthday Honours List, 1958.

attached to the Portsmouth Squadron. She and her predecessors are named after the Redpole or Redpoll, the smallest British finch, which is

characterised by the deep crimson crown of its head. Her crest is a red-pole proper upon a branch of a tree also proper on a white field.

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## ROOTES WORLD-WIDE OVERSEAS DELIVERY PLAN



# BRANCH GIVES £178 TO CHARITY IN TWO YEARS

Vernon sailors' wives fine effort

HOW many people know of the good work done by branches of the Royal Naval Friendly Union of Sailors' Wives? Thought of, perhaps, as sewing circles, afternoon tea drinkers who care for a gossip, "do-gooders" and so on, the facts reveal a very different state of affairs.

A chance remark caused your reporter to make a few inquiries and he found that the Union is a worth-while organisation of happy and active people banded together for the furtherance of friendship and mutual help. If one of a branch needs assistance there is always someone ready and willing to help. And the help does not stop within the branch. An astonishing fact emerged during the inquiry. One small branch—and it is a very small branch—H.M.S. Vernon branch, has donated the large sum of £246 to charities since 1951 and of this sum £178 has been donated during the past two years. In 1958 £50 was given to the Services

House and £60 was handed to the King George V Fund for Sailors.

Efforts on this scale can only be achieved by the keenness and co-operation of the members. The members of the Union take their turns looking after children at the creche set up during Navy Days, volunteer for work on flag days in addition to meeting and working throughout the year for some good purpose.

The H.M.S. Vernon branch said good-bye with considerable regret to Mrs. A. E. Blundell, its President for the past two years, on February 4. During her presidency Mrs. Blundell has not missed a meeting and her delightful personality and the kind and willing help she has so readily given will always be remembered. On behalf of the Vernon wives the vice-chairman, Mrs. Coxwell, presented Mrs. Blundell with a book—an Encyclopedia of Antiques—and wished her every happiness in the future.

The afternoon's entertainment was a travel film show given by the Scooter Club, showing the beauty spots of Germany, Austria and Switzerland.

A sewing meeting will be held in the Petty Officers' Mess on March 18 at 2.15.

## Air Command win W.R.N.S. badminton

THE W.R.N.S. Inter-Command Badminton Championships were held in the gymnasium of the R.N. Barracks, Chatham, on February 6 and for the third consecutive year Air Command gained the cup—winning all nine of their matches.

The results were: Air Command, 9 points; Nore Command, 5; Plymouth Command, 2; Portsmouth Command, 2.

Commodore Bush, D.S.C., presented the cup to the captain of the winning team, Third Officer Strang, W.R.N.S.

After a break of some seven years, badminton is once again to be played at inter-service level and the following team to represent the W.R.N.S. has been selected: First Officer Blackaby, W.R.N.S.; H.M.S. Raleigh; Chief Wren Keys, H.M.S. Heron; P.O. Wren Turner, H.M.S. Seahawk; Wren Dunning, H.M.S. President; Wren Jones, H.M.S. Seahawk; Wren Hardcastle, H.M.S. Heron. Reserves: Second Officer Baldwin, P.R.O.R.M. Chatham; P.O. Wren Gann, H.M.S. Excellent.

## Pianist presented with bulbs

THERE was a good turn-out of members for the February meeting of the North End branch of Friendly Wives in Fisher Hall, Whale Island, on Tuesday, February 3. The afternoon was given over to games and tea. The prizes were won by Mrs. Reason, Mrs. Major and Mrs. Keen, Mrs. Simpkins, who always acts as pianist at the meetings, was presented with a bowl of bulbs as a token of appreciation.

# ALL THE GIRLS LOVE A SAILOR



Twenty lucky sailors from the aircraft carrier recently went to the Hackney ITV studios to meet the rock 'n' roll Vernons Girls from ABC Television's "Oh Boy!" show. The Vernons have been picked as the ship's pin-ups.—Photo: Amalgamated Photo Service

## Third Destroyer Squadron

# WITH 'BATTLE' CLASS DESTROYERS IN MEDITERRANEAN

H.M. Ships *Saintes*, *Armada* and *Camperdown* were commissioned early in September, 1958, for a General Service Commission in the Mediterranean and Home Fleets. *Saintes* as leader came under the glare of the publicity spotlights by having her commissioning ceremony televised.

After a few busy days of squaring off, all ships congregated at Portland, and *Armada* started the sports ball rolling by collecting the Gieve's Cup for racing 14 ft. dinghies, having already collected the Woodcock Trophy in Portsmouth. The squadron left Portland on September 20, arriving at Gibraltar on the 24th. The squadron again came under the publicity glare—this time due to an unfortunate accident in *Camperdown* which had a serious fire in her boiler room.

Staying a few days whilst repairs were carried out to *Camperdown*, all three ships set sail for Malta, arriving there on October 1.

After a brief but efficient work-up off Malta, the squadron paid an official visit to Tunis on the occasion of the World Fair. The ships were right royally entertained and the visit went with a "bang" right from the word "go" to the final day. The squadron was greeted by a pink cloud of flamingoes, and when it departed it carried out high-speed manoeuvres off President Bourghiba's summer residence, the finale being a cascade of rockets in the Tunisian national colours. During the

visit the squadron football team played against the local team and lost 2-1. The team was well looked after and presented with a magnificent bouquet of flowers which was flown from the masthead on leaving. This gesture was greatly appreciated by the Tunisians.

Leaving Tunis in a gale, the ships joined up with the N.A.T.O. fleet off Malta for Medaswex 26. This was a very trying exercise owing to the terrible weather conditions, but several valuable lessons were learned. Very shortly afterwards the squadron sailed for Toulon and Medaswex 27. In Toulon, friendships with the Canadians met in Sliema were renewed. *Saintes* were very cock-a-hoop at having won the wardrobe whaler race at 0700 one morning, losers buying breakfast.

Returning from Toulon, *Saintes* and *Armada* docked for a period of self maintenance, whilst *Camperdown* sailed for Cyprus. A number of wives flew out to Malta to spend Christmas with their husbands—so it was thought. Unfortunately a collision in Cyprus caused the remainder of the 3rd Destroyer Squadron to be sailed before Christmas for Cyprus, leaving a panic flight of wives trying to get home before Christmas. Several did get away, arriving home at all hours right up to lunch time Christmas Day. For those left in Malta the Commander-in-Chief,

Sir Charles Lambe, and Lady Lambe gave a tea party.

Arriving at Limassol on Christmas Day, several hours were spent at anchor so that turn overs could be completed. This brief respite enabled the Christmas festivities to go on just as one would expect. Three request record programmes were held on board *Armada* thanks to a great deal of hard work by R.E.A. Hancock and the Mediterranean Fleet broadcast team, who spent several hours recording tunes and Christmas messages from nearly all families. Patrols started Christmas night and carried on for five weeks. The weather was grand and everyone slept, bathed, boarded, did handicrafts and really got down to cleaning ship. Trawlers became very friendly, realising there was a job to be done, and even put up cheerfully with being boarded, sometimes as often as three times the same night. *Saintes*' chum was Eva Goras, known locally as Eva Bartok, whilst *Armada* got to know Ayia Phylaxis and Eighty Five, the latter causing a great deal of difficulty at first as that is her name, F.49 being her number.

Leaving Cyprus, there was a four-day "Jolly" in Beirut, where the British contingent worked very hard organizing outings for most people. Unfortunately it rained the whole time. Now one can hardly move about the ships for camel saddles and drums and budding "Belly Dancers"—souvenirs of a town where every other bar is a night club—the Paris of the East. A very successful handicraft competition was held in the Squadron of work done on patrol. This was judged by Mrs. Wheen, the wife of the Naval Attache, and Mrs. Steiner. The winner was *Armada*'s Butler's (C.P.O. James) entry—a beautifully embroidered crest of *Armada*.

from the dead-reckoning position in the opinion of Commander Anderson it was the most remarkable of ship navigation ever accomplished. Shaking his head in amazement, Commander Anderson uttered a Na word: "Fan-damn-tastic!"

"Nauticus 90 North," by Com William R. Anderson, U.S.N., with Blair, Jun. (Hodder & Stoughton Ltd.)

## Conditions for med for Fleet clearance to

ADMIRALTY Fleet Orders A and 408/59 give the conditions for the award of the Naval General Service Medal (1915) for Service with Mediterranean Fleet Clearance Team since January 1, 1955, Cyprus since April 1, 1955, and include instructions for provisional issue of ribbons.

## Yachting holidays for young women

THE Holiday Sea Training Scheme for girls and young women carried out by the 33-ton twin-screw ketch *English Rose II* under the supervision of Cdr. C. L. A. Woollard, R.N., F.R.G.S., will include this year four separate visits to the French coast. One cruise will be to Paris on June 6 and lasting three weeks. The masts will be re-stepped whilst alongside in the French capital and the vessel will be televised sailing between the two bridges and also given a civic reception. On July 4, *English Rose II* will proceed to Honfleur for a fortnight's cruise, and later, August 15 and September 5, is bound for Cherbourg. Coastal cruises and the usual Cowes Regatta Week and a visit to Portsmouth for the English Rose Ladies' Cup Race will fill in the periods between foreign cruises.

The scheme (which was inaugurated in 1946) is for girls and young women from the age of 14 upwards and is a non-profit-making concern designed to provide an opportunity for seafaring girls to learn some of the arts. Seventeen Wrens cruised in the vessel in 1958.

The fee is only £7 per week (£8 July-August) and includes full board, professional instruction and insurance. Inquiries should be made to Mrs. Claude Woollard, "Even Keel," Dorset Lake Avenue, Parkstone, Poole, Dorset.

## Advancements

CONFIRMATION has been received that the following have been advanced to Chief Petty Officer and Chief Artificer rate:

To Chief Communications Yeoman: JX 160842 A. J. Andrews, JX 157261 C. Bartlett, JX 170970 J. Appleton, JX 163191 G. Benfield, JX 162400 J. Cox.

To Chief Petty Officer: JX 151314 F. Hurley, JX 154224 P. J. Carberry, JX 149092 A. J. W. Williams, JX 161401 C. J. grave anxiety, after the

intent on securing recruits to support his theories. In his efforts to do so, complications arise.

The whole book, from beginning to end, is most entertaining, and the author, A. H. Barton, has certainly written a very fine and unusual book. Although the author writes about certain aspects of life in the Navy, the book, nevertheless, is one that would be enjoyed by all.

"With a Flag and a Bucket and a Gun," A. H. Barton, (Hodder & Stoughton Ltd. 12s. 6d.).

(Continued from preceding column)

Shipmate A. Barnes was elected Chairman of the branch, with Shipmate H. Rust as vice-chairman. The Hon. Secretary, Shipmate G. W. Cook, was re-elected.

The Edgware Branch meets on the third Sunday in the month at 12.30, and visitors are always assured of a warm welcome.

Nearly everybody has a secret ambition...

# WHICH OF THESE IS YOUR PET SUBJECT?

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International Law  
Journalism  
Law  
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Nautical Science  
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Painting  
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# The School of Careers

INCORPORATING BLET. & B.L. LONDON, AFRICA, AUSTRALIA, CANADA, INDIA: ETC.



# There's a tight squeeze at the R. Hospital School, Holbrook

## FOUR MORE BOYS THAN PLACES

A NOTABLE feature of the autumn term at the Royal Hospital School, Holbrook, was the resumption of the sports fixtures with the Duke of York's Royal Military School, Dover, after a break of 20 years. Rugby football was played and each school won one match. R.H.S. rugby football teams had a very successful term, losing only four matches out of 32, while within the school, Hood House won the inter-house competition. In association football the school lost only five out of 22 fixtures and Hawke and Howe won trophies in inter-house competitions. Nelson House won both the senior and junior boxing competitions and some boys have shown promise of future success outside the limits of the school.

Success also came to a number of boys in the December G.C.E. examinations. Of the 38 boys who obtained Ordinary Level certificates during 1958, 32 passed in four or more subjects and 21 in six or more subjects. All 26 boys who sat for the Artificer Apprenticeship examinations passed the written examination but five subsequently failed in aptitude tests.

Visiting preachers in the school chapel included the Bishop of Colchester and the Rev. N. Stacey, the former Navy and Olympic runner who is now chaplain to the Bishop of Birmingham. The Bishop of St. Edmundsbury and Ipswich confirmed 59 boys in December and on the last Sunday of term the Secretary of the Admiralty, the Director of Greenwich Hospital, the Director of Naval Educational Services and many other visitors joined the boys in a memorable carol service.

### SMALLER ACTIVITIES

There are many smaller activities

that play a valuable part in the life of the school and in which boys are enabled to develop some special skill or interest. The chess, navigation, stamp, life-saving and printing clubs are examples. The campanologists ring the peal of six bells in the local parish church, band and choir each produce their own kind of music and artists among the boys have helped to decorate classrooms and have produced clay figures for the crib in the school chapel.

The spring term has started well with every place in the school filled and four extra boys squeezed in as well to make our total 664. His wide circle of friends will be sorry to know that Major A. Buckley, O.B.E., R.M. (retired), is still absent through illness. The following general information about the school is included for the information of readers who may be interested in possible candidates for places.

Admission to the school is restricted to the sons of (a) commissioned

officers, non-commissioned officers, petty officers or men serving, or who have served, in the Royal Navy or Royal Marines; (b) officers and men of the Royal Naval Reserve and (c) other seafaring men, and men drowned on lifeboat service. Priority is given to those whose fathers have been killed or who have died on service. Other things being equal, preference is given to the sons of those who have served as ratings.

### RIISING COSTS

Boys are normally admitted between the ages of 11 and 12. There is an educational and medical examination for entry. The leaving age is normally between 15 and 16, but boys selected to enter Form VI as G.C.E. Advanced Level candidates remain for a further two years beyond this age.

The cost of maintaining the school has risen appreciably over the last few years; in 1956 the cost per boy amounted to about £240 a year. It was then decided that a fee of £72 per annum should be charged for each boy entering the school after December 31, 1956. Clothing is provided free, but parents and guardians are responsible for maintenance during the school holidays, which total about 15 weeks a year, for fares to and from the school, and for reasonable pocket money. Information regarding possible assistance towards fees by local education authorities will be furnished on application to the Director of Greenwich Hospital.

As applications for admission now tend regularly to exceed vacancies available at the school, it is normally not possible to place boys for whom applications are made after they are aged about 11½. Parents who are considering entering their sons for the school are therefore advised to communicate with the Director of Greenwich Hospital, Admiralty, 13 Devonshire Square, Bishopsgate, London, E.C.3, not later than when the boy is aged about 10½, so that the application may be registered in good time to be dealt with after the boy has turned 11.



Their Serene Highnesses Prince Rainier and Princess Grace of Monaco went on board H.M. Ships Trafalgar and Dunkirk when these two ships visited Monaco at the end of January. The picture shows Junior Engineering Mechanic A. Schofield presenting a bouquet to Princess Grace. His home is at Grimsby and he is the youngest Engineering Mechanic in the ships.

## A TIME WHEN IT WAS NOT WORTH GOING TO BED

THE past year has been a busy and interesting year for H.M.S. Taciturn. The ship has taken part in a number of N.A.T.O. exercises and trials, and spent the Autumn "Term" taking the Commanding Officers' Qualifying Course to sea for training. It was generally agreed that any exertion on Taciturn's part had been well worth while when, in the culminating exercise, the ship obtained three torpedo hits on the depot ship, H.M.S. Adamant, who was acting as target.

In June the ship visited Stockholm in company with H.M. Ships Truncheon and Adamant and several ships of the Home Fleet. Everyone was very kind and, although the temperature was average, what the sun lacked in quality it made up for in quantity—setting at about 2300 and

rising again at 0230. It really wasn't worth turning in!

From Stockholm the ship went to Bergen to pay a return visit to the Norwegian Submarine Service. During the stay the Midsummer's Eve celebrations took place, and everyone was so well entertained that nobody wanted to leave.

Bristol was visited in September and Taciturn secured at the Narrow Quay, right in the City Centre. Bristol, traditionally a sailor's town, lived up to its reputation for hospitality and everyone had a very good time. Someone was heard to say on passage from Bristol, "We might be shipshape but unfortunately we're no longer Bristol fashion."

H.M.S. Taciturn boasts a very versatile skillful group, "The Super-T's," who have been in great demand wherever the ship has been, and it played at the Squadron Annual Ball at the N.A.A.F.I. club in Glasgow. Perhaps they are the only underwater musical society in existence?

The ship pays off this month.

## Have YOU a personal problem . . ?

### ASK JOHN ENGLISH

John English will be pleased to answer your queries. A stamped addressed envelope will be appreciated.

I AM a leading seaman living in married quarters and am due for release in March. I am told that I am not entitled to removal expenses for taking my wife and family home. If there is no way of claiming removal expenses, would the Royal Naval Benevolent Trust help with a grant or loan?

From the information given in your letter, it is not thought that your case would merit assistance from the Royal Naval Benevolent Trust and if you cannot meet the expenditure of removal by any other means, it is suggested that you approach a bank for a loan on the security of a life insurance policy.

The only personnel who are entitled to removal expenses on leaving the Service are those discharged to pension and then only if re-engagement to complete time for pension was effected before June 30, 1952. Personnel who do not qualify under this rule are expected to meet this liability from their terminal grants or gratuities where these are payable.

As far as can be established in the absence of full particulars, you are serving on a Special Service engagement and do not, therefore, qualify for a terminal grant or gratuity. Your only entitlements on moving to a selected place of residence on termination of service are:

- Conveyance of personal baggage: 1½ cwt. for yourself, 2 cwt. for your wife and 1 cwt. in respect of each child.
- Railway fares for yourself and family at concession rates.
- Subsistence allowance for each member of the family over three years of age if the journey is more than five hours. The rate payable in respect of your wife and children is one-half of the rate payable to you.

### L.S. and G.C. Medal

I have served 17 years in the Navy including two and a half years' Boy's time and have one "good" for conduct, the remainder being "very good's." Am I entitled to the Long Service and Good Conduct Medal?

One of the conditions for the award of the Long Service and Good Conduct Medal and Gratuity is to have completed 15 years' pensionable service with continuous "very good" character, and with previous character not inferior to "good" in service which is reckonable for pension purposes. Time before the age of 18 is not pensionable service.

Without knowledge of when you were awarded your "good," I cannot say whether you are eligible or not.

### Commutation of Pension

I retired from the Royal Navy in August of last year as a Chief Petty Officer Steward with a pension of £2 14s. a week. As I wish to go into the hotel trade, I require a capital of £1,000. How much of my weekly pension would I forfeit to get that amount, and how do I apply?

In the first place, you will have to write to the Secretary of the Admiralty, Whitehall, London, S.W.1, informing him that you wish to commute part of your pension and stating briefly the reason for doing so. Fuller details will be required on the application form which the Admiralty will send to you for completion and return. You will have to satisfy the Admiralty that it would be to your distinct and permanent advantage, and you will be required to pass a medical examination.

The rates laid down for commutation are based on age, e.g., at the age of 40-41 for each £1 of yearly pension commuted the payment made is £15.036. Assuming your present age is between 40 and 44, you could, with Admiralty approval, raise £1,000 by the sacrifice of approximately £67-£70 yearly off your pension.

## 'Do not count your chickens'

THE Admiralty has announced that no reliance should be placed on any forecasts as to the likely total awards or of the amounts which individuals may receive as award for the salvage by officers and men of the Royal Navy of the tankers Melika and Fernand Gilabert in the Arabian Seas last autumn.

The salvage claims are still the subject of protracted negotiations and even if these are settled without recourse to arbitration it is likely to be some months at least before awards are received and appropriate allocations made to the officers and men involved.

## How can I save?

Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch?

No catch. And if I had died at any time my

wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Insurance rolled into one.

Supposing you hadn't signed on for 22 years' service?

When I had done my 9 years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172\* a year when I retire from civilian work at 65.

\*For members of the W.R.N.S. the Pension is £149 a year.

Which will you take?

I'm going for the pension because there's another valuable right with it—I can get a cash advance for the full price of a new house. I'm all lined up for a job already, and with an extra pension to look forward to and the wife and family safe in our own home—well, it's the kind of security we all want.

How do you set about all this?

That's easy. Ask the Provident Life for details of the Progressive Savings Scheme.



—Send this coupon to 246 Bishopsgate, London, E.C.2—

Please send full details of the Progressive Savings Scheme

Name.....

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A toast to the retiring canteen manager  
Photo—"Western Morning News,"  
Plymouth

## 'The stranger at home' has set his wife wondering WHAT WILL N.A.A.F.I. MANAGER DO NOW HE IS RETIRED?

AFTER 44 years' seagoing service with the Royal Navy, 61-year-old James Victor Fyfe, B.E.M., N.A.A.F.I. canteen manager, stepped ashore from H.M.S. Cumberland for the last time on January 29, having established a Navy and N.A.A.F.I. record for continuous service afloat.

In his pocket was a brand-new wallet and £35 presented to him on behalf of the ship's company by Capt. H. G. T. Padfield, R.N., captain of the former trials cruiser, H.M.S. Cumberland. He wore a wrist-watch presented by the ship's chief petty officers and petty officers.

Mr. Fyfe first put to sea as a N.A.A.F.I. canteen assistant on board H.M.S. Aurora in 1915 at the age of 16. "I've never taken a shore job," he said, "though I've been offered the chance many a time. The sea's in my blood and I feel I have to be on board ship. I feel out of my element anywhere else."

"My father was a captain in the Trinity Service and I joined up as a canteen assistant on the old H.M.S. Aurora after I had been turned down by the Navy because of poor eyesight. "I have sailed round the world many times—the only countries I have not visited are Japan, China and New Zealand. I have had a good life with N.A.A.F.I. and the Navy and given my chance over again I'd do the same thing."

A married man with two grown-up sons, Mr. Fyfe is a comparative

stranger at his home in Buckham Park Road, Peveral, Plymouth.

He calculated that he had never lived at home for more than three consecutive months throughout his 44 years' service. "My wife says she wonders what I'll do with myself when I finally retire," he said with a broad smile. "One thing is certain, I'll never be far from the sea."

Of his long years of sea-service, Mr. Fyfe has little to say. "I've never been shipwrecked, shot up or shelled," he said. "It's the life at sea I like even more than the foreign parts I've visited. In fact, I don't bother to go ashore in foreign ports unless there is something of special interest to see."

### PERFECT MANAGER

Known throughout the Royal Navy and a figure of some veneration in N.A.A.F.I.'s Naval Canteen Service,

Jim Fyfe has the reputation of being the perfect ship's canteen manager. Before joining H.M.S. Cumberland in 1956 he was canteen manager aboard H.M.S. Vanguard, then Flag Ship of the Home Fleet. Very senior Naval officers who knew Jim Fyfe as a good-hearted friend in their far-off "snotty" days, know him still as "Jim." They never failed to call on him whenever they went on board.

Jim Fyfe has reached the end of his sea career. But he will continue to look after the Royal Navy at Plymouth. A shore berth with N.A.A.F.I. is being found for him that will keep him in touch with the men and the ships of the Royal Navy, in whose service he has spent the greater part of his life.

## Seacat replaces 40 mm. A.A. gun

THE Admiralty and Ministry of Supply have decided that the name Seacat shall be given to the close-range ship-to-air guided weapon which was previously known as the Short SX-A5.

This weapon is being developed to replace the 40 mm. A.A. gun in H.M. ships.

Short Brothers and Harland Ltd. are investigating as a private venture a land-based version of the weapon which will be known as Tigercat.

## Part-time Commandos 'rough it' in the snow

ON Friday, February 20, 21 Commandos from the City of London Unit of the Royal Marine Forces Volunteer Reserve left their office desks and factory benches to spend the week-end in winter warfare training in the snow of the Glen Shee area in the North of Scotland.

They lived and carried out battle training under snow conditions in the coldest and most windswept country they could find.

The seven officers, six N.C.O.s, and eight Marines all volunteered to travel some 1,000 miles before returning to their City jobs on the Monday. They subjected themselves to the cold to gain experience of winter warfare, and their Medical Officer, Lieut. E. J. Riseborough, of Hammersmith, was with them in case of accidents happening miles from the nearest local doctor and other signs of civilisation.

Included in the party were an advertising executive, a drama student, an accountant, insurance clerk and the stoker of the boiler at the unit's headquarters at White City; Lieut. Alan Blackshaw, who climbed with Sir John Hunt in the Caucasus last year, and Lieut. P. J. Pitman, grandson of Sir Isaac Pitman of shorthand fame.

### SNOW, SNOW AND SNOW

Before the trip, Capt. Alex Higson, R.M., Adjutant of the Unit, summed up the hopes of all the volunteers: "We are hoping for snow, snow and more snow. And the colder the better."

Upon his return, Captain Higson said that the week-end was a highly successful one, and very well worth while. The members of the party thoroughly enjoyed themselves, finding plenty of snow and suffering no ill-effects despite having to carry their gear two miles across country because the coach couldn't complete the journey.

He said the snow was as hard and brittle as the rocks, but with the assistance of that experienced climber, Alan Blackshaw, and the ski-ing instructor, Lieut. McNab, from Glasgow, everyone learned something and would have liked a longer sojourn on Glen Shee.

## St. Vincent commemorates a battle

THE guest of honour at a dinner given on February 12 in H.M.S. St. Vincent to commemorate the Battle of St. Vincent was the Third Sea Lord, Admiral Sir Peter Reid. Other guests of the Captain and officers were the Mayor of Gosport (Alderman P. D. Blanch), the Deputy Mayor (Alderman H. T. Rogers), the Town Clerk (Capt. Edward Addenbrooke), Vice-Admiral Sir William Agnew in his capacity as a Gosport Councillor, two former Commanding Officers of H.M.S. St. Vincent, Vice-Admiral H. T. Baillie-Grohman and Capt. G. C. Colville, and Lieut.-Colonel G. P. D. Pease, R.M., deputising for Colonel H. F. C. Kimpton, R.M., the Commanding Officer of the Royal Marine Barracks, Eastney, who could not be present because of illness.

The Third Sea Lord was escorted to the wardroom by two juniors one of whom was dressed in a uniform of the St. Vincent period. The Captain (Capt. R. S. Hawkins) accompanied the Admiral.

## Would you like to learn to glide?

THE Portsmouth Naval Gliding Club which operates from the Royal Naval Air Station, Lee-on-Solent, is about to commence another season's activities. Gliding takes place at week-ends throughout most of the year. Vacancies exist for new members to learn to glide, the cost of which is surprisingly low. Trial flights can be arranged. Membership is restricted to R.N., R.M. and W.R.N.S. personnel. Those interested should address their inquiries to the Hon. Secretary, P. C. Davies, 5 Harold Road, Stubbington, Hants.

## House purchase

A simple way to raise the initial deposit money required for buying your own house. Make out a monthly allotment for the purchase of TENTH ISSUE NATIONAL SAVINGS CERTIFICATES. Here are some examples of how your money grows by the purchase (by allotment) of

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The "top" table at the R.N. Stores Branch Benevolent Society (Portsmouth Branch) annual reunion dinner and dance  
Photo—Technifotos, Southsea

## Nothing on a Ship Functions Without the Skill of Supply Branch STILL FINEST NAVY

THE annual reunion dinner and dance of the R.N. Stores Branch Benevolent Society (Portsmouth Branch), held at Kimbells, Southsea, on January 20, was another great social success—despite appalling weather 120 attended for dinner and 200 for dancing afterwards.

Vice-Admiral H. P. Koelle, C.B., Director-General of the Supply and Secretariat Branch, who is also the Deputy Chief of Supplies and Transport to the Board of Admiralty, was the principal guest.

He emphasised that he felt greatly honoured to be invited by a society which was doing its utmost to uphold the traditions of the branch—namely, working and playing together—apart from providing material benefits for its members. He was sure that a good feeling existed between serving and nonserving members otherwise they would not be united in such large numbers. He was glad to see such stalwarts at Mr. Dougall, the president of the society.

Although our Navy may be small there was no need for apprehension,

as he believed the Navy has still a glorious future. It is not, perhaps, the largest, but indeed it is the finest navy in the world. He assured the serving members that although General List officers were doing more executive duties, their interests were still jealously guarded in the Admiralty and the branch was watched by all with the greatest keenness and satisfaction.

Admiral Koelle went on to say that compared with the time when he joined the Navy, nothing nowadays on board a ship can function without the skill and efforts of the Supply Branch. In conclusion he wished the society the utmost prosperity for many years to come.

Rear-Admiral R. W. Paffard, C.B.E., Chief Staff Officer (Administration) to

the Commander-in-Chief, Portsmouth, in his reply to the toast of the guests proposed in a very good speech by Lieut.-Cdr. (S) Mill, praised the feat of the society in getting the Director-General to attend on this occasion and said how nice it was to see the ladies present.

The chairman (Mr. F. J. Moyce), in responding to "The Stores Branch and its Society," thanked the Director-General and Mrs. Koelle for gracing their table, an event which the society had not before had the pleasure

He gave a brief résumé of the society's accomplishments during the past year, notably the combined "Writer, Stores and Sick Berth Branches Dance" held in June, something not held before, and which was a great social and financial success.

Mr. K. Kirby proposed the toast of "The Ladies," and Mr. Stanley gave the toast "Absent Friends."

After dinner an enjoyable dance and cabaret was held; Mrs. Koelle presented the dance prizes and Mrs. Paffard other prizes.

Other principal guests included: Capt. and Mrs. R. Williamson Jones, C.P.O. Writer R. White, chairman of the R.N. Writers' Benevolent Association, and Mrs. White, and Sick Berth P.O. J. Haverson, chairman of the R.N. Sick Berth Benevolent Association, and Mrs. Haverson.

Mr. C. C. Hellins and committee are to be congratulated on their organisation of a very enjoyable evening.



## NEPTUNE'S SCRAPBOOK



Rear-Admiral C. L. G. Evans, C.B.E., D.S.O., D.S.C., who was appointed Flag Officer Aircraft Carriers in January last has been promoted Vice-Admiral from February 28.

The new Major-General Royal Marines, Portsmouth, Major-General R. W. Madoc took up his duties at Eastney on February 16.

**Appointments of Chaplains.**—Rev. C. Davies from R.N. Barracks, Portsmouth, to R.N. Barracks, Devonport; Rev. W. H. S. Chapman from Portsmouth Dockyard to Malta for services in the Mediterranean; Rev. H. W. Brierley from H.M.S. Excellent to H.M. Dockyard, Portsmouth; Rev. B. R. Beasley, from R.M. Barracks, Eastney, to H.M.S. Excellent; Rev. R. W. Knight from R.N. Barracks, Devonport, to H.M.S. Bermuda. The Rev. H. S. Fry to R.N. Barracks, Portsmouth, and the Rev. J. A. Plowright to H.M.S. Aphrodite.

**Officers and men who ever served in H.M.S. Liverpool** and who have a personal story to tell, or who possess photographs of the ship, particularly 1940-1942, should write to Mr. R. B. Summerfield, 28 Exchange Street East, Liverpool 2. This gentleman is anxious to obtain details of the ship for he is at present writing a history of the ships which have borne the name Liverpool.

**The Royal Naval Sick Berth Staff Retired Members Association**, founded in 1938, is holding its annual dinner and dance on May 9 at The Westminster Arms, London, S.W.1. Further details may be obtained from J. W. Jack, 36 Rose Glen, Kingsbury, London, N.W.9.

It is hoped that Surgeon Vice-Admiral Sir Cyril May, K.B.E., C.B., M.C., the President of the Association, will be able to attend as he has done on the last two occasions.

**H.M. Submarine Sanguine** arrived at Portsmouth on February 16 after eight years in the Mediterranean.

**Officers and ratings** who served in H.M.S. Indomitable and Squadrons 1943-1945 will be interested to learn that there is to be a reunion on April 10. This will be the third such reunion since the war and Admiral Sir John Eccles, a former captain of the ship, will be present as he has been on previous occasions.

Those interested should send a stamped addressed envelope to P. C. Steele, c/o 29 Threadneedle Street, London, E.C.2, for details.

**Ships open to visitors at Portsmouth** during the Easter Navy Days include H.M. Ships Tyne, Gambia, Troubridge, Plover, Crayford, Zest, Reclaim and three submarines. There will be new displays including the Royal Marines Exhibition and an Engineering Display by H.M.S. Sultan.

**Able Seaman Jack McHale** ("Navy News" Sportsman of the Month for February) won the Portsmouth Command Senior Spring Cross-Country Championship on February 25.

**Mr. Miyazaki**, Secretary of the Japanese Foreign Office and Captain Takahashi, Japanese Naval Attache in London visited Portsmouth on February 26 and called on the Commander-in-Chief, Portsmouth, Admiral Sir Guy Grantham.

## R.N. MAKES A GIFT TO A NEW NAVY

THE Nigerian Navy was constituted in May, 1958, when it took over a few surveying and Customs patrol vessels from the Nigeria Marine. It has now been decided to build up an anti-submarine and minesweeping force, and the British Government has made a gift of an Algerine and an S.D.M.L. to help the Nigerian Navy to get going.

It is expected that this year the Nigerian Navy will acquire: One Algerine, one S.D.M.L. and two M.S.M.Ls.

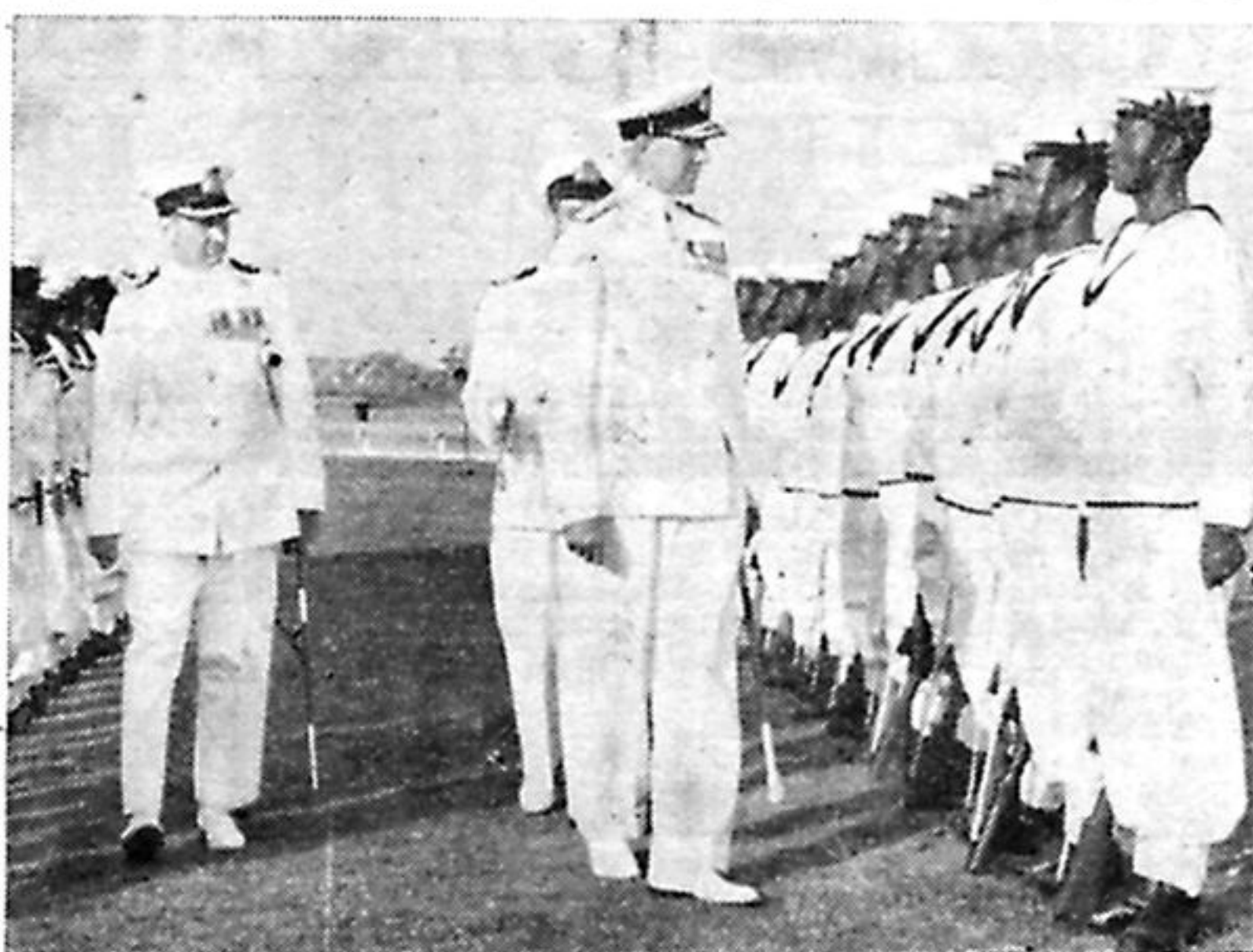
In addition, two S.D.Bs. are being ordered for delivery in 18 months to two years. Further expansion is planned as officers and ratings can be trained to man the ships and work the equipment.

There are now 33 officers and 310 ratings. Nine of the officers and all the ratings are Nigerians. There is a training programme in progress and at present 50 Nigerian ratings are under training at R.N. Training Schools, and it is expected that more will follow.

In Nigeria, too, training of new entries is going on. The seamen training school "Quorra" trains not only Naval new entries but also Nigeria merchant seamen in elementary seamanship. Lack of equipment, soon to be remedied, through the generosity of the United Kingdom Government, precludes any weapon training at the moment.

The first Nigerian Cadets go to Dartmouth in May, and it is hoped to build up a substantial number of junior officers in the next six years. In the meantime, however, ex-R.N. officers are urgently required to man the ships as they come forward and to train the junior officers as they return to Nigeria.

The Nigerian Navy ratings, led by a Nigerian Sub-Lieutenant, were ad-



Vice-Admiral R. D. Watson, Commander-in-Chief, South Atlantic and South America, inspecting a Nigerian guard of honour during his visit to Nigeria in December, 1958

## COMMISSIONER SEES NIGERIAN RATINGS

THE Commissioner for Nigeria in the United Kingdom, Alhaji Abdulmaliki, visited Portsmouth on February 13 and met 30 Nigerian ratings now undergoing training in the Portsmouth Command. The Commissioner was met in the Naval Barracks by the Commodore (Commodore A. A. F. Talbot) and other officers.

dressed by the Commissioner, who told them "The future of our Navy will depend largely upon the extent to which you have made use of your training here. As the nucleus of the

Nigerian Navy, you have great opportunities and responsibilities before you."

The Commissioner was accompanied by Mr. N. A. Martins (Principal Secretary), Mr. A. B. Oyediran (Secretary for Student Affairs), Mr. V. Adegoroye (Private Secretary) and Mr. S. W. Chianakwalam (Publicity Officer). The sailors, led by a Royal Marine band, marched past the Commissioner and the Commodore.

Lieutenants R. F. P. Carne, R.N., and D. L. Douglas have been reported "missing, presumed dead" after their aircraft crashed on taking off from the Aircraft Carrier Albion.



Mr. C. I. Orr-Ewing, Parliamentary Secretary to the Admiralty, visited Portsmouth on February 13. He visited H.M.S. Excellent and is here seen talking to three petty officers whilst they were having dinner.

## A commission to remember

MANY ships produce the story of a commission but the booklet produced by H.M.S. Bulwark covering the 1957-8 commission is one of which the compilers can well be proud. It contains over 160 fine photographs and over 30 drawings or cartoons.

Although Bulwark carried so many officers and men it would seem that every person's photograph appears somewhere in the 124 pages.

A number of officers and men left the ship shortly before the ship returned to Portsmouth to be converted to a Commando Carrier and may be interested to know that they can obtain copies from Messrs. Gale & Polden Ltd., Edinburgh Road, Portsmouth, at 12s. 10d., which includes cost of postage.

"H.M.S. Bulwark, 1957-1958" Messrs. Gale & Polden Ltd., 12s. 10d.

## Letter to the Editor

### WITCH DOCTOR PUT SPELL ON WIND SOCK

DURING the Second World War, I was appointed as Commanding Officer and Supply Officer of R.N. Air Station, Hastings, about 15 miles outside Freetown, Sierra Leone. We lived and worked in shimbeks (local grass huts built on earth floors) until our concrete and mosquito screened bungalows were ready. Our runway was a cleared site of pure laterite, which was quite good enough for the old Walrus and Swordfish aircraft we operated on convoy patrol outside the harbour.

Amongst other unusual situations, we found that the local belles, in a 2,000-strong native village nearby, had taken a fancy to our wind sock to adorn their black beauty. Times without number it disappeared and with a very small permanent complement there seemed nothing we could do

about it. We thought and thought, and finally considered the best course of action was to bring in the local chief, as he might be able to help us in hitting on a solution. In due course we had an "audience" and from then on "we were made."

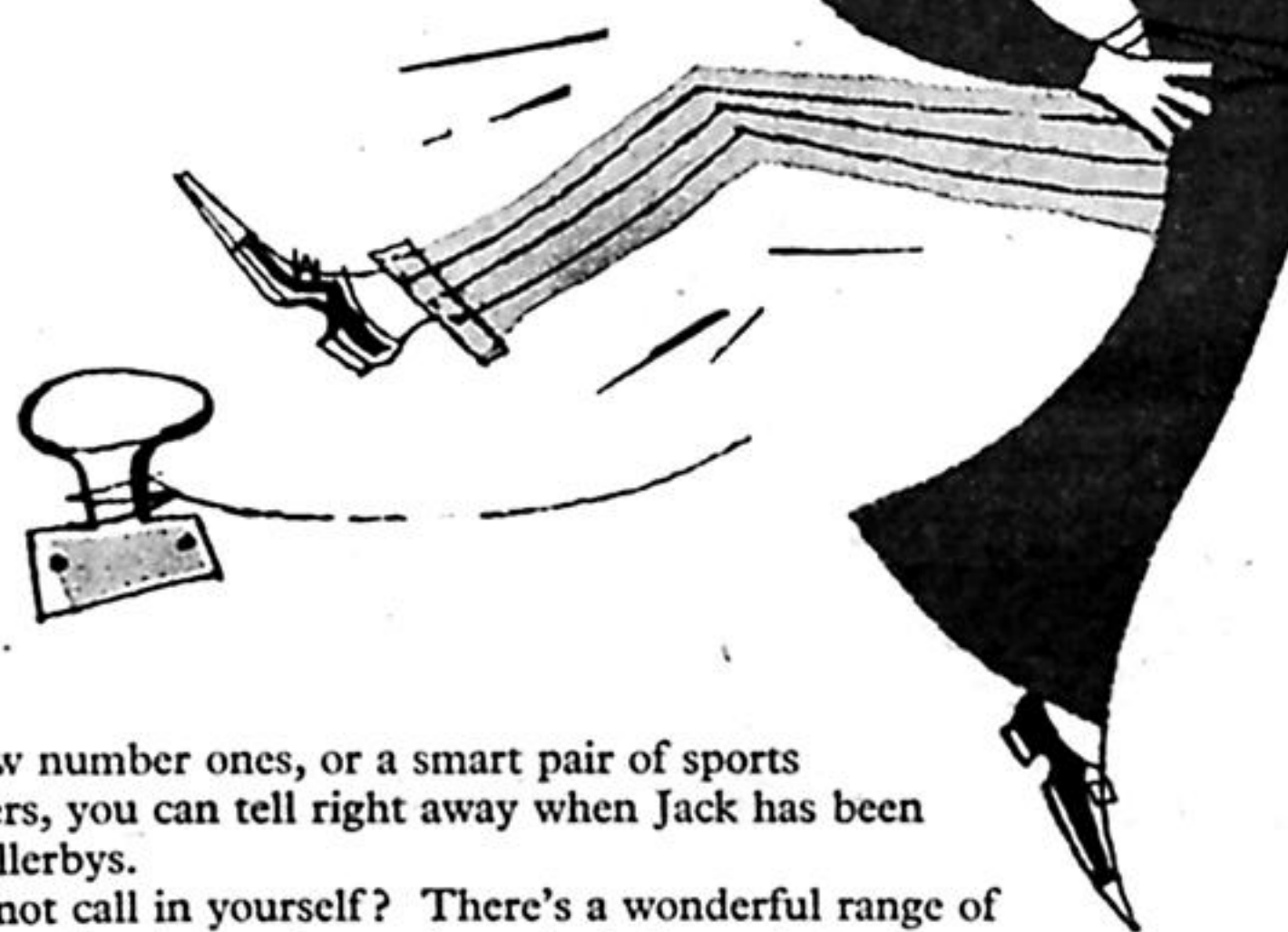
Down to the R.N. Air Station, in a few days' time, came the village witch doctor, down came his assistants and down, interestingly enough, came the village belles. Around and around the latest wind sock danced the witch doctor, throwing his arms in the air and screeching wild cries to the sky to the accompaniment of much drumming. At the end of this ceremony he buried a small parcel of bones, skins and, quaintly, an empty beer bottle at the foot of the mast from which the wind sock was flying.

We gave the chief and witch doctor their due in palm wine (we may have included the village belles) and in due course they all departed. From then on, the wind sock remained at its post and there was no further trouble.

One cash account voucher form S.24 for R.N.A.S. Hastings must have caused someone in D.N.A. a slight query—"To the preservation of one wind sock.—2s. 6d. for one half-leg of chicken, bones and skin and one empty beer bottle. Received. Signed... (his mark). Witch Doctor, Village of Hastings, Sierra Leone."—R. W. J.

[How many officers and men took part in the hunt for billiard cloths removed from tables in R.N. Barracks, Kissy, Sierra Leone? It seemed that every other person in Freetown wore green headgear which could have been made from our billiard cloths!—EDITOR.]

show a leg!



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If you'd like to know more about Willerbys, see Mr. Brian Guttridge or Mr. S. P. Dunkin, our naval representatives, when they visit your establishment. Alternatively, drop us a line, or call in when you're next on shore. We shall be pleased to let you have a copy of the leaflet describing the 'Willerby Way'.

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## With Alcide in Canada

# CREWS GLEAMING CARS SURROUND BERTH

## And three found themselves wives

**A**PART from members of the Submarine Service, the opportunity to visit Canada comes to very few Naval men today. The story of H.M. Submarine Alcide's fourth commission, based on Halifax, Nova Scotia, is therefore of considerable interest. During her 18-month commission, the ship steamed 40,000 miles.

Whilst in Canada Alcide was employed in training the anti-submarine forces of the R.C.N. and R.C.A.F. Most of the work was basic exercises carried out off the coasts of Nova Scotia and Bermuda. Due to operational requirements, a great deal of time was spent on long ocean passages and the ship's company gained a great deal of experience of the North Atlantic, especially in winter. The highlight of the commission was a three months' training cruise with the R.C.N. to the Virgin Islands and Bahamas, ending with a fortnight's self-maintenance at Bermuda.

During Alcide's time in Canada there were no family passages available and as the ship's company had a high proportion of married men, some hardship was felt. However, the rates of pay to personnel serving with the Sixth Submarine Squadron are considerably increased by an allowance paid by the Canadian Government and a number of ratings were able to fly home for their three weeks' station leave. The remainder seemed to save a great deal of money and our present berth is surrounded by gleaming new motor cars. Two able seamen took their wives to the South of France for the Christmas leave. However, family passages have now come into effect.

### BEST VISIT

Christmas, 1957, was spent at Boston, Massachusetts, and developed into the finest visit of the commission. The whole city was determined to entertain us and there was no case of a sailor ever buying his own drink ashore.

On the third morning there, Christmas Eve, an 80-year-old lady was interrupted in the accommodation-space passage; she had climbed down the forehatch entirely un-

aided. Having read of our visit she had decided to come down to find some sailors to entertain to Christmas dinner.

Eight days were spent at Boston and at no time was any officer or rating without an invitation to some party or other.

The majority of time in harbour was spent in Halifax. The ship's company was accommodated in H.M.C.S. Stadacona, the barracks there. The Petty Officers' Mess resembled a very finely equipped hotel and generally the accommodation was of a very high standard. Halifax itself was marred by having a partial prohibition law and some trouble was experienced over liquor. However, many of the ship's company made friends ashore and throughout the summer shooting and fishing week-ends were very popular.

One day in Newfoundland two locals took three officers, who had never fished before, out for the day. The next morning every officer and rating had two trout each for breakfast. Approximately 160 trout were caught in six hours' fishing. That represented an average of each "fisherman" catching one trout every twelve minutes. The people of Newfoundland have a great love for the Royal Navy and whenever there everyone was always extremely well received.

### THREE GET MARRIED

The weather was kind in Canada and there were only two days' snow during the winter Alcide was there. The summer was the best that Nova Scotia had had for many years. During the last autumn there were 13 hurricane warnings, but the ship experienced only one when it was hoisted to for 48 hours in a force-11 storm off Bermuda.

The commission has been a very happy one, especially for one officer and two ratings who got married in Halifax. Now that family passages are available most of the ship's company would welcome a return to Canada.

## QUEEN'S NEW NAVAL A.D.C.

**T**HE following officers have been appointed Naval Aides-de-Camp to The Queen from January 7, in succession to the officers stated:

Capt. R. H. Maurice, D.S.O., D.S.C., R.N., in succession to Rear-Admiral P. F. Powlett, D.S.O. and Bar, D.S.C.  
Capt. H. W. S. Sims-Williams, R.N., in succession to Rear-Admiral E. T. Larken, O.B.E.

Capt. R. A. Villiers, C.B.E., R.N., in succession to Rear-Admiral J. Grant, D.S.O.

Cdre. J. F. Cochran, D.S.C., R.N., in succession to Capt. R. C. Lewis, D.S.O., O.B.E., R.N.

Capt. E. G. Roper, D.S.O., D.S.C., R.N., in succession to Capt. A. G. Poe, D.S.C., R.N.

Capt. A. G. Forman, D.S.C. and two Bars, R.N., in succession to Capt. C. H. Campbell, D.S.C. and Bar, R.N.

Capt. R. M. Smeeton, M.B.E., R.N., in succession to Rear-Admiral R. E. Portlock, O.B.E.

Capt. C. B. Pratt, R.N., in succession to Rear-Admiral H. C. Hogger, D.S.C.

Capt. C. G. Webley, O.B.E., R.N., in succession to Capt. F. H. Fletcher, R.N.

## U.S. cold dispelled by warmth of hospitality

### ULSTER IN THE WEST INDIES

**H**M.S. Ulster commissioned at Devonport on August 19 last year for duties on the West Indies Station. Ulster is a Type-15 frigate, under the command of Cdr. Cameron Rusby, R.N., and this is her second commission on this station.

After a brief work-up period, Ulster sailed for Iceland wearing the Fishery Protection Pennant, and for 10 days carried Cdre. B. J. Anderson around the various fishing grounds, rendering assistance, both medical and mechanical, to trawlermen and their ships, and maintaining law and order. The appreciation of the trawlermen and owners was amply expressed by the many gifts of fresh fruit, fish, and newspapers, which were most welcome.

Then followed the usual chaotic days immediately prior to leaving for service abroad, and the "sceptics" were as usual confounded when the ship sailed from Devonport as scheduled on October 30.

### PONTA DELGADA

A brief stay in Ponta Delgada made a welcome break in the journey to Bermuda. For many of the ship's company the Azores had, until then, been merely a place associated with the phrase, "Deep depression centred over—," and many took the opportunity to explore this picturesque town with its winding cobbled streets.

Leaving in glorious sunshine, some welcome sea bathing took place during the passage to Bermuda, where on arrival some old friendships were renewed when the ship berthed next to Troubridge. After a brief stay together Troubridge left for home, her task completed, and Cdre. W. J. Parker, O.B.E., D.S.C., R.N. (the Senior Naval Officer West Indies), transferred his broad pennant to Ulster on November 13.

The first "job" for Ulster was a flag showing cruise to the U.S.A., the ports of Baltimore, Washington, and Philadelphia being visited in that order.

The ship was accorded a terrific welcome in all three places and the

## Two sailing home from Singapore in 5-ton sloop

**L**IEUT.-CDR. Edward Atkinson, of Emsworth, Hampshire, has for the last two years been building a five-ton sloop in his spare time at Singapore, and on January 31 he sailed for England from the Far East with 23-year-old A.B. Frederick Fisher, of Coventry, as his only companion.

The boat was launched in November last year, and was named Borer Bee in memory of a tiresome insect which threatened at one time to postpone the boat-building operations indefinitely. Until an antidote was found, the borer—or carpenter bees—succeeded in eating the timbers as fast as the boat was built!

Lieut.-Commander Atkinson started work on his boat soon after his arrival in Singapore two and a half years ago. He enlisted the support of Commander Eric McKee, an Engineer Officer, and Commander James Batchelor, a Supply Officer, who is also an experienced off-shore sailor. Borer Bee has been completed by them unaided with the exception of some metal work, the keel and rudder, for which contracts were placed with H.M. Dockyard, Singapore. They met difficulty in obtaining all the right materials, but their biggest obstacle was the ceaseless destruction caused by the bees.

She has already earned an exemplary character as a good sea-boat in heavy weather off the east coast of Malaya. Borer Bee is built to the "Eventide" design, is 24 feet long with a beam of eight feet, has a five-ton Thames Measurement and a Bermuda rig. Lieut.-Commander Atkinson has built her of hard chine plywood with a special keel design which reduces leeway without adding to her draught. Equipment includes a small outboard auxiliary and a small petrol-driven battery charger for electric lighting. Fresh-water capacity is 60 gallons.

Lieut.-Commander Atkinson, who, with A.B. Fisher, has been given special leave by the Admiralty, is sailing home via Ceylon, Aden, Suez and Malta. They then plan to cross France by the Canal du Midi to Bordeaux, making their final landfall at Emsworth after the 10,000-mile journey not later than June.

Lieut.-Commander Atkinson has reported from his first port of call—

Penang—that, although the crew has found the first few days a tiring experience, the Borer Bee has lived up to her reputation and sails remarkably well. After spending the night of February 3-4 as guests of the Singapore Customs Officers, who, incidentally, afforded the vessel certain duty-free privileges, the ship was towed to sea and headed for Penang. The winds were light variable, and Lieut.-Commander Atkinson remarks how infuriating it was to be becalmed with sails flapping against the mast. The steadiness of the boat can be judged that, although making six knots at times, an open bottle of whisky on the mess table stood firm the whole journey.

The journey to Penang (395 miles) took nine days. The crew reports it was well looked after at Penang by the Royal Air Force.

**Footnote.**—Borer bees are included in the Xylocopidae family of the world's largest bees. They grow up to two inches in length, are covered with hair, and with their jaws bore holes half an inch in diameter and a foot long. They prefer to tunnel into well-seasoned dry wood, in which they lay their eggs, and are distributed throughout the tropics.

## MANY SHIPS IN LARGE-SCALE EXERCISE

**S**hips of the Home Fleet assembled in ports on the Iberian coast during February for the start of their Spring Cruise.

H.M.S. Tyne, wearing the flag of the Commander-in-Chief, Home Fleet, Admiral Sir William Davis, K.C.B., D.S.O. and Bar, accompanied by the fast minelayer Apollo, the destroyers Solebay, Lagos and Hogue, together with the submarines Talent, Tireless and Thermopylae, arrived at Lisbon on February 25 for a week's visit.

H.M. Cruiser Gambia, with the destroyers Agincourt and Barrosa in company, arrived on February 25 at Vigo, Spain, for a six-day visit, while at the same time H.M.S. Corunna was paying a special visit to the port of Corunna in connection with the hundred and fiftieth anniversary of the Battle of Corunna which was fought on January 16, 1809.

The ships sailed for Gibraltar on March 4, to be joined by H.M. Ships Cavendish, Contest, Carysfort, Torquay, Scarborough, Salisbury, Tenby and Leopard. The fleet will put to sea on March 14 for large-scale combined exercises. Three aircraft carriers, H.M. Ships Victorious, Eagle and Centaur, will join the fleet at sea for these exercises together with the destroyers Saintes, Camperdown and Armada from the Mediterranean Fleet.

Aircraft of Coastal and Bomber Command will also co-operate. Ships of the Home Fleet are expected back home about March 26.

## Lucky for some

**T**HERE is an old saying that it is better to be born lucky than rich. If this is true, there are a number of poverty stricken people in H.M.S. Fulmar.

Pride of place must go to Lieut. Louer, R.A.N., who had a series of remarkable escapes when his Venom crashed last week. Having skimmed the top of a barn and dislodged a few tiles, he then went under and over various telephone lines and electric power lines, decapitated a telegraph pole and was thrown out of his plane on to heather before it burst into flames. He suffered a broken leg and a broken collar bone.

Lieut. Banfield was very fortunate when a tyre on his aircraft burst during take off. He continued on the ground and went through the fence and finished up on the seventh tee. He stepped out of the wreck laughing.

Finally Lieut. Perks, who landed in a Scimitar without the benefit of a nose wheel. The plane landed, and then tipped forward and skated to a stop on its nose amidst a cloud of smoke and sparks. The pilot was undamaged, but the plane was in poor shape.

(Ack. The Fulminator)

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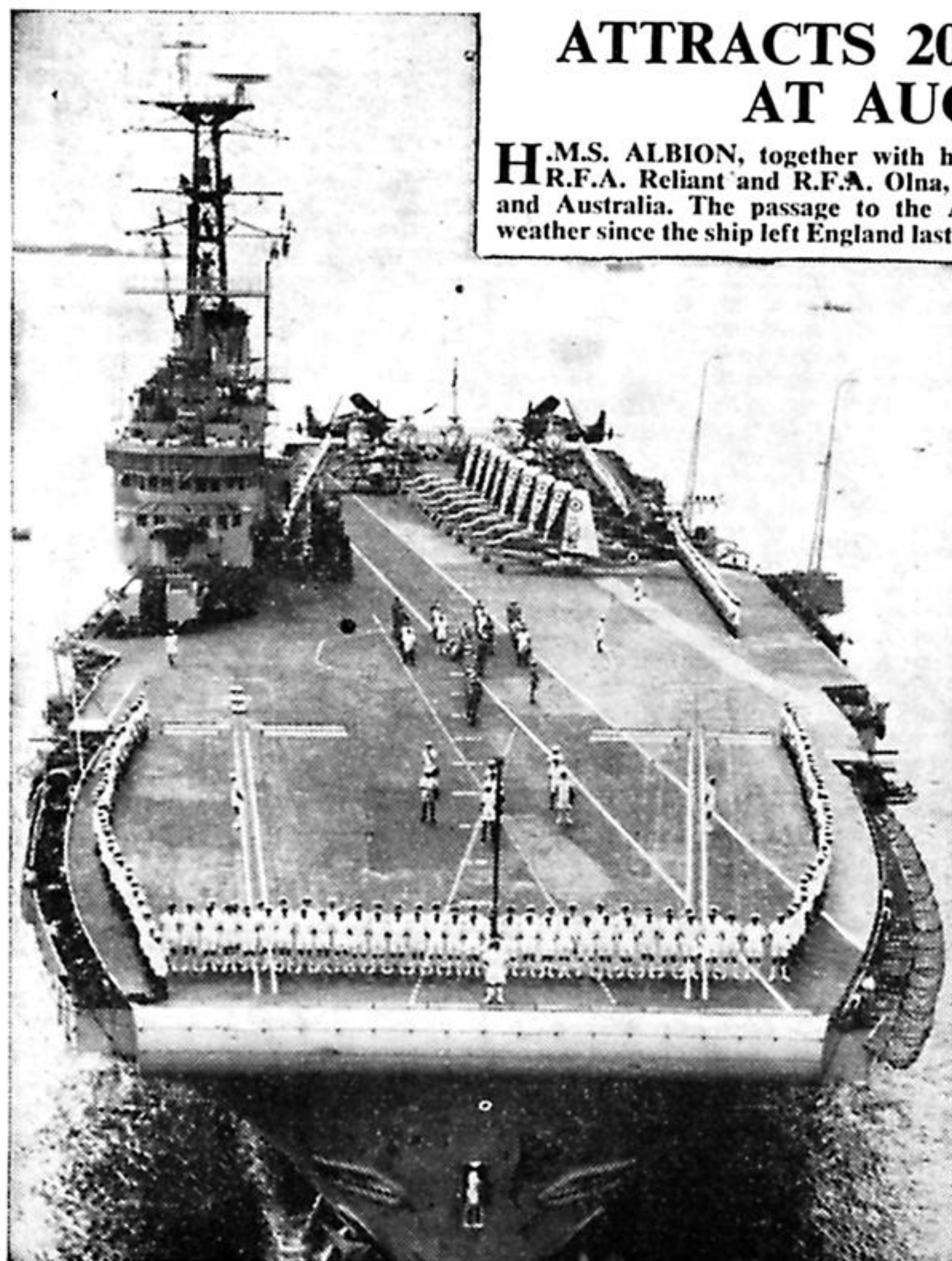




# Albion shows the flag down under

## ATTRACTS 20,000 VISITORS AT AUCKLAND

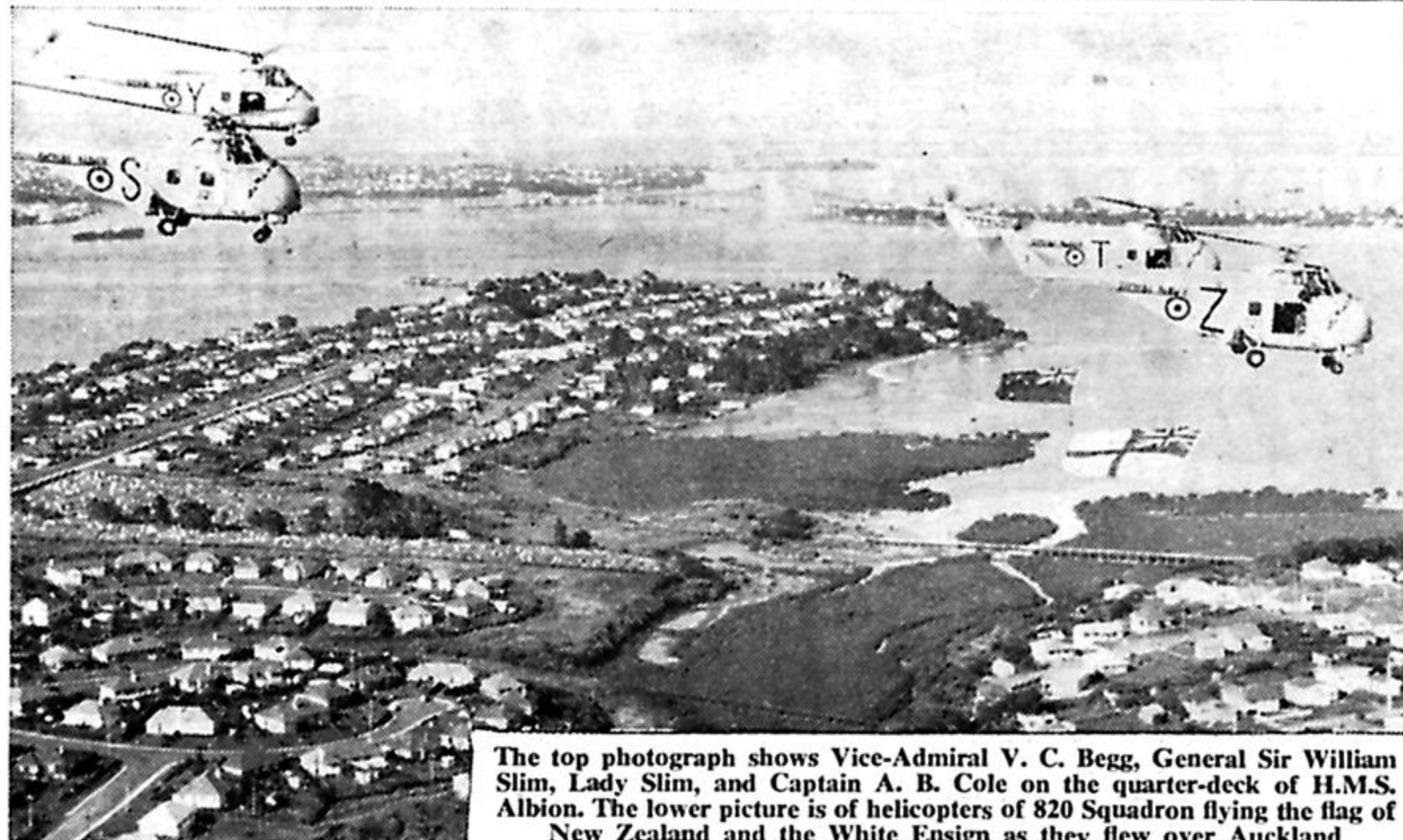
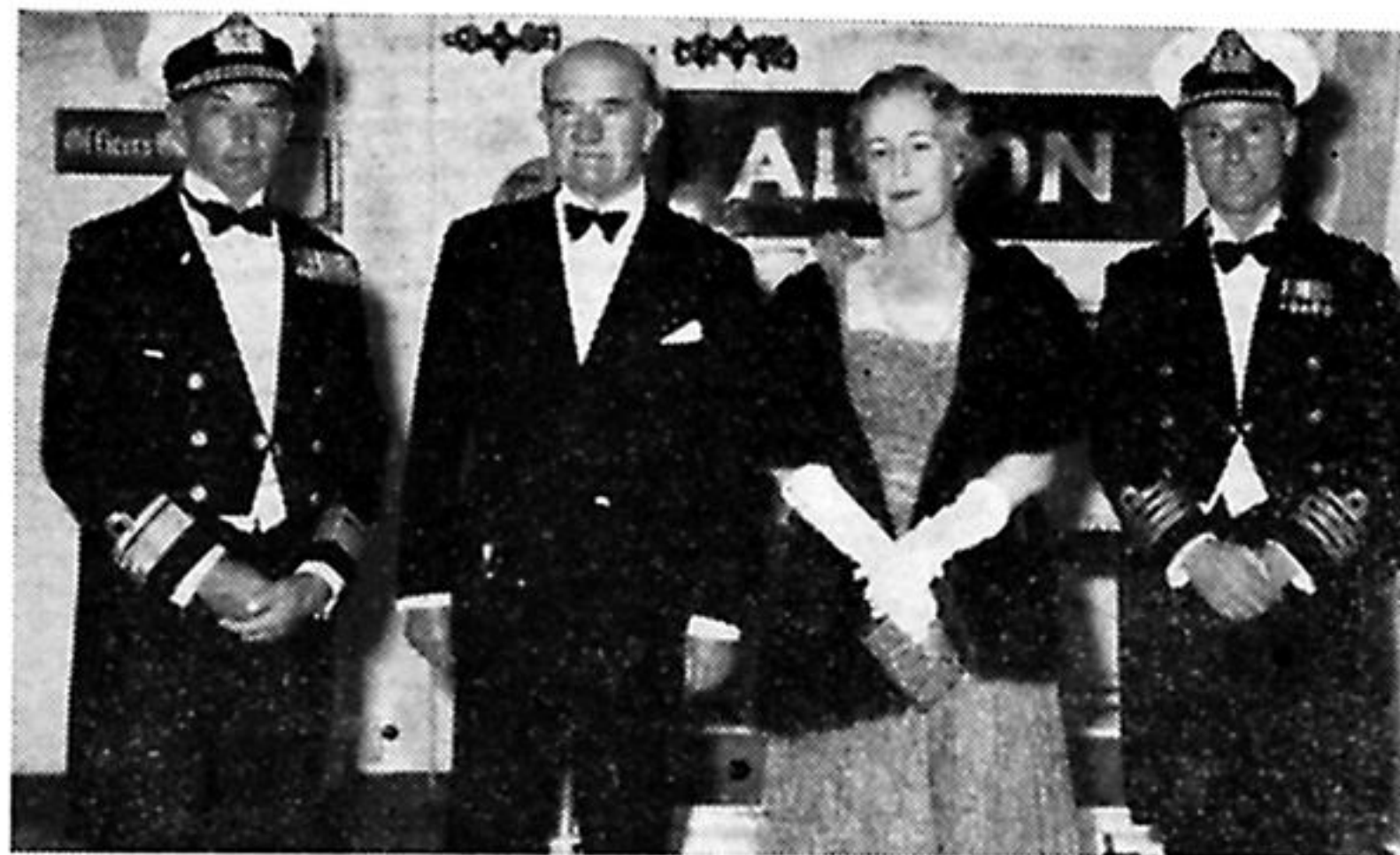
H.M.S. ALBION, together with her escort, H.M.S. Cossack and tenders, R.F.A. Reliant and R.F.A. Olva, has been visiting ports in New Zealand and Australia. The passage to the Antipodes was marked by the roughest weather since the ship left England last October.



Flight-deck of H.M.S. Albion manned for entry into Auckland Harbour

As a result of this weather a fly-past arranged for Guadalcanal in the British Solomon Islands had to be cancelled, much to the disappointment of the inhabitants, to whom a visit from any of H.M. Ships, let alone an aircraft carrier, is a rarity.

A helicopter airlift brought newspaper reporters on board H.M.S. Albion the day before she arrived in Auckland, which provided them with the opportunity to see her operating aircraft for the massed fly-past over the



The top photograph shows Vice-Admiral V. C. Begg, General Sir William Slim, Lady Slim, and Captain A. B. Cole on the quarter-deck of H.M.S. Albion. The lower picture is of helicopters of 820 Squadron flying the flag of New Zealand and the White Ensign as they flew over Auckland



H.M.S. Albion platoons marching through Hobart, Tasmania, on the way to the wreath-laying ceremony

city. The ships' arrival in the area was well timed for it coincided in Auckland, and later in Hobart, Tasmania, with the Centenary Celebrations and Regattas. In both these regattas ships' boats took an active and sometimes hilarious part: adding a touch of piracy to skilled boat pulling. Albion and Cossack were opened to visitors over the week-end with the result that an estimated 20,000 people saw over the ships. On January 28 the group left Auckland, leaving behind as many as could be spared to make the trip to Wellington overland by bus, car or hitch-hiking.

In Wellington Albion's cocktail party was honoured with the presence of the Prime Minister of New Zealand, the Right Hon. Walter Nash, M.P., and of His Excellency Sir George Mallaby, K.C.M.G., High Commissioner for the United Kingdom, and Lady Mallaby.

From Wellington the force made for Hobart, capital of Tasmania. Here four platoons of Royal Marines and men from Albion and Cossack marched through the streets and laid a wreath at the Memorial: His Excellency the Administrator, The Hon. Sir Stanley Burbury, K.B.E., arrived to return his call by helicopter, thus creating a precedent in the state; and an able seaman in H.M.S. Albion set the best time for the Trans Derwent swimming race. The Governor-General of Australia, General Sir William Slim, G.C.B., G.C.M.G., G.C.V.O., D.S.O., M.C., LL.D., D.C.L., D.Litt., F.R.A.C.P., honoured the ships with his presence at their cocktail party held, once again, in H.M.S. Albion's hangar.

The short passage between Hobart and Sydney was a quiet one. The passenger of honour for this trip was the Lord Mayor of Hobart, Sir Archibald Park, C.M.G.; himself an old Navy man.

### Be careful about making allotment

ADMIRALTY Fleet Order 262/59 draws attention to the fact that the Admiralty reserves the right to recover in full from an allotment any payment made under an allotment declaration. This includes any overpayment made either before or after an allotment has been "stopped," even though the allotment was in no way to blame for the overpayment.

Naval personnel are advised never to declare allotments unless they have confidence in the integrity of the allottee.

## Every Second an Age

THE Flag Officer Submarines issued the following Special Order of the Day on February 17:

At about noon on February 16, 1942, H.M.S. Thrasher attacked and probably sank a heavily escorted supply ship off the north coast of Crete. Just as torpedoes were fired, at periscope depth, she was attacked by one of the escorting aircraft with bombs and machine-gun fire, and after going deep was hunted for some hours and heavily depth-charged.

While on the surface the following night an unexploded bomb was discovered lying on the fore-casing, and on investigation a second unexploded bomb was found to have penetrated the casing under the gun and lay wedged on top of the pressure hull.

Lieut. P. S. W. Roberts (First Lieutenant) and P.O. T. W. Gould (2nd Coxswain) removed the first bomb by dragging it forward and lowering it over the bows and then, after an hour of work inside the casing, during which there was the constant possibility of the bomb exploding or the Thrasher having to dive, the second one was extracted from the casing through the manhole by the forehatch and similarly disposed of over the bows.

For their action Lieut. Roberts and P.O. Gould were both awarded the Victoria Cross.

## Courses for those about to become teachers

ADMIRALTY Fleet Order 351/59 states that the Army are holding a series of 28-day pre-release courses to assist officers and men who intend to enter the teaching profession. Naval Officers and men may be admitted to these courses and should apply as directed in the Admiralty Fleet Order.

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## SPRING-CLEANING

NOW that spring cleaning time is fast approaching how about a check over of the contents of your lockers, chests, etc. A really useful way to dispose of the surplus (including overcoats, raincoats, shirts, underwear, socks and shoes) is to bundle them into a sack and label them C.O.D. freight charges by British rail or Road Services to

The Embankment Fellowship  
Centre,  
(For Ex-Service men over 45 years),  
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London, S.W.1.

This Society helps ageing Service men to live in comfort in their residential Homes and issues clothing and other comforts to men temporarily down on their luck through ill health or unemployment.

If you can spare a few items you will be helping them a lot as the demand is tremendous and supplies always too few.

# FOG PREVENTED FAMILIES CROSSING IRISH SEA IN ADAMANT

## Submarine squadron's visit to Belfast

WITH Christmas and the New Year celebrations over and second leave party safely returned, H.M.S. Adamant and units of the Third Submarine Squadron paid a week-end visit to Belfast—a good start to the New Year.

It had been hoped to take the squadron wives and families on this trip, and some 78 passengers were expected. However, the countrywide fog put paid to the hopes. There was a possibility that a fog-bound Adamant carrying wives and families might have to spend a night at sea, and so the plan had to be cancelled.

H.M.S. Adamant and the submarines Taciturn, Tiptoe, Artemis and Seraph, minus families, sailed for Belfast on January 16, arriving at 0830 on Saturday.

Capt. J. H. Adams, M.V.O., Captain S/M 3, called on the Governor of Northern Ireland, Lord Wakehurst, K.C.M.G., and the Lord Mayor of Belfast, Alderman Major W. Cecil

McKee, J.P., E.R.D., and on Saturday and Sunday afternoons the Depot ship and submarines were open to visitors. As to be expected from this Navy conscious city, there was quite a stream of visitors on both days.

Seventeen staunch families, not to be disappointed, travelled to Belfast under their own steam, and had the experience of travelling back to the Clyde on Monday in H.M.S. Adamant. H.M.S. Exmouth met the ship on the way back and had an exercise of transfer by jackstay, which made a great impression on our passengers. (He did not get dunked.)

The week-end was notable in an-

other respect—by the arrival of the Navy's newest submarine, H.M.S. Grampus, on Sunday, January 18. Grampus, built at Birkenhead by Cammell Laird and Co. Ltd., is a Porpoise Class submarine and the third in the series, with five to come. The other two of this class, Porpoise and Rorqual, are already serving with the squadron.

On March 6, H.M.S. Adamant sails on a short cruise to Gibraltar and Casablanca, returning directly to Rosyth for refit at the end of March. During the period of refit of almost three months, the squadron will continue to operate from Faslane, using H.M.S. Ben Nevis as the accommodation ship.

Due to ship movements it is impracticable to join any of the local soccer leagues. However, friendly fixtures in soccer and hockey and rugby, mostly against units of the local services, have been keenly played.

The interpart leagues in soccer have proved very popular—too popular, in fact, for our one overworked pitch, which eventually became unplayable. However, new pitches are being prepared—one is almost complete—and the squadron looks forward to a resumption of interpart soccer in the New Year.

The opposition in the rugby fixture list includes such teams as West of Scotland, Glasgow University and Campbelltown; and the squadron has had a fine record with nine wins out of 12 matches up to date.

The weather conditions in Belfast had made the hockey and soccer pitches unfit and a series of games against the Duke of Wellington's Regiment was called off. The squadron lost to the regiment at basket-ball, 39-14, but the game was a hard one and the squadron was by no means disgraced.

A table-tennis club has been formed and is thriving. Two teams have been entered in the local league and many enjoyable evening matches have been played. Of nine matches played, the squadron has won five.

The newest addition to outdoor activities is climbing and rambling. Surrounded by these splendid Scottish hills the men of the squadron are fortunate to have so many good climbs and walks within easy reach. Training in the finer aspects of hill-walking, etc., by a Royal Marine expert is proceeding apace, and by the summer there should be many qualified guides to conduct the expeditions.

## GUIDE DOG APPEAL WAS 'A COMMERCIAL' ON



The replica presented to H.M.S. Tyne

## THE TANNOY 'Gash Cash' Poured In

IN six months £250 was raised in H.M.S. Tyne, Flagship of the Commander-in-Chief, Home Fleet—the cost of buying and training a guide dog for a blind person and covering also the cost of its upkeep during its working life.

This splendid achievement was due largely to the efforts of two men, C.M.(E) G. H. Fanthorpe and C.E.R.A. Harris, and on behalf of the ship's company they received from the president of the Guide Dogs for the Blind Association a replica of a guide dog, which will be kept in the ship's trophy case.

It all began early in the commission when the Home Fleet was at Invergordon, and the chaplain had a big crowd in church. He suggested that the collection might go to the G.D.B.A., adding that he thought that perhaps during the commission they might be able to collect enough to buy a guide dog. That collection amounted to £6.

Soon he started the collection of silver paper and when the Tyne had been to Oslo collected in what became known as "gash cash"—the small coins left over after money had been exchanged. By this time the "guide dog"

idea had caught on, but inevitably became called "The Blind Dog Fund," but silver paper and "gash cash" (from other ports of call) began to pour in.

Then one or two donations were made. Several ratings in the engineering department who were given awards from the Lott Trust gave their share to the poor "blind dog"; in fact, everyone became quite attached to the "blind dog."

It was at this point that C.M.(E) Fanthorpe and C.E.R.A. Harris decided to go to town, and they began a series of competitions by which money was extracted from both officers and men quite painlessly but to the great profit of the fund. These were a tremendous success and money poured in day after day. The time came when there was £80 to go and a "bumper" effort was planned. The welfare committee offered encouragement by a donation of £10 to the fund to help raise enthusiasm to reach the target. A tremendous effort to get everybody to give was made—posters, thermometers, "commercials" over the Tannoy—and with a heave it was reached—all but £3 13s.

As a church collection began it all, so the church fund completed it with a donation. Two very satisfied men are Fanthorpe and Harris, and the ship's company have the comfortable knowledge that one blind man or woman, somewhere at some time, will owe his or her "eyes" to H.M.S. Tyne. That person will never know, and Tyne will never know, but it will be a fact.

## Take command of the future

MOST servicemen have made plans for the future. There will be things they want to do, things they want to buy . . . furnishing a home, children to educate. . . .

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## DARTMOUTH SQUADRON'S DUTIES MONOTONOUS BUT ESSENTIAL

THE Second Division of the Dartmouth Training Squadron, consisting of H.M.S. Jewel (Commander A. R. Archibald) and H.M.S. Acute (Commander T. H. E. Baird), does not have a very spectacular job, indeed it is sometimes monotonous, but the duties of the two ships include practical training in seamanship, navigation, minesweeping and engine-room work for the Cadets and Midshipmen of the Royal Naval College, and is an essential part of the training of the future officers of the Royal and Commonwealth Navies.

Although the two ships spend most of their time operating from Dartmouth, occasional week-end trips do come. One such trip was a recent one to Bristol. The weather being not of the best, the first impressions were that the place looked dull and dreary, but as everyone was broke when the ship left, the indications were that everyone had spent an enjoyable week-end.

Jewel was slightly damaged on leaving Bristol and during the run back to Dartmouth "chippy" was kept busy patching the bows with cement. Some of the crew remarked that he was doing a vocational training course!

Another trip was to Portsmouth to take part in a minesweeping exercise with the Vernon Squadron. Fog hampered operations but the Second Division did its job well. Acute actually bringing up a mine entangled with the sweep. Jewel was a little

unlucky that day, because although Acute managed to get back to harbour and the Portsmouth "natives" managed to get ashore, fog prevented Jewel proceeding up harbour.

C.P.O. Copping, who is an ex-coxswain of Jewel, was awarded the B.E.M. in the New Year Honours List.—CUT GLASS.

## In Memoriam

Paul Callus, Petty Officer. Malta/IX165090. H.M.S. St. Angelo. Died January 26, 1959.

Ronald Roy Rignall, Sick Berth Attendant. C/MX874973. H.M.S. Ganges. Died February 6, 1959.

Byron James Harding, Leading Radio Electrical Mechanic. D/M927649. H.M.S. Terror. Died February 7, 1959.

William Leonard Jones, P.O. Radio Electrician. D/MX879228. H.M.S. Terror. Died February 7, 1959.

Joy Angela Smith, Wren. WRNS114964. H.M.S. Mercury. Died February 10, 1959.

George Frederick Adams, Sick Berth Attendant. C/MX896385. H.M.S. Gambia. Died February 10, 1959.

Terry William Martin, Junior Electrical Mechanic 1st Class. M980800. H.M.S. St. Vincent. Died February 13, 1959.

David Frederick Pawsey, Naval Air Mechanic (E). I/F945042. H.M.S. Sea Eagle. Died February 17, 1959.

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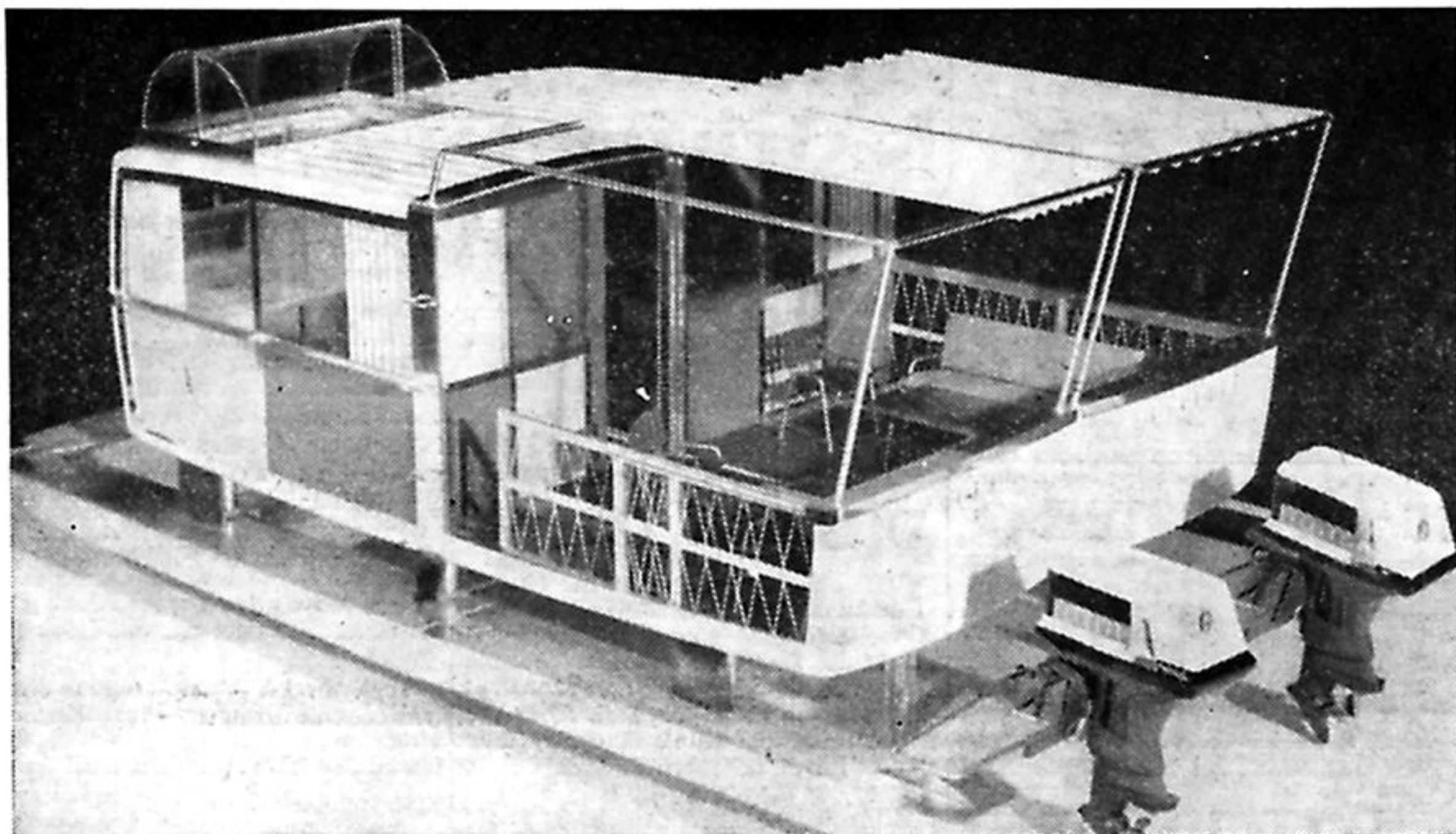
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## Family fibreglass cruisers in the States which can do 22 knots

### Outboard-powered boating cottons on

THE outboard-powered boat is now creating the widest interest in American boating circles. Proof of this was apparent at the New York Motor Boat Show last month, where outboard boats and motors occupied the major portion of the floor.

The trend towards the use of fibre glass in small-boat construction was greatly emphasised, for of almost 450 boats on display, more than one-third were formed of this material. Fibreglass is no longer confined to the very small boats, such as dinghies and skiffs, but is now being used to form sloops and yawls up to 40 feet in length, and inboard cruisers of more than 30 feet, as well as scores of outboard craft in the form of runabouts, utility boats and cruisers.

One of the major attractions proved to be a "modular" fibreglass houseboat, powered by two 35-horsepower Evinrude outboard motors. This craft, which rests on fibreglass pontoons, can be increased from one "modular" unit to four as desired.

It was planned for family or sports use on protected waterways. The present Houseboat, which sleeps six persons, is capable of a speed of better than 10 knots with its two Evinrude "35s."

#### DOES 22 KNOTS

Visitors paid tribute to the new 19-foot Mariner, a fibreglass cruiser suitable for a family of four. With two Johnson 35-horsepower outboards, this boat cruises along at better than 22 knots, and the strength, coupled with excellent hull design, provides complete safety for "off-shore" as well as inland cruising.

Like other outboard cruisers, the Mariner can be loaded on a trailer without difficulty and transported to any distant lake, river or coastal bay by the owner who likes to explore. The low price range of the outboard cruisers—compared with most inboard craft—has made it possible for families of moderate means to take an active part in boating.

Not only were there visitors from all parts of the world at this year's national boating exposition, but exhibitors included manufacturers from nine countries. Among the nations

represented were: Great Britain, Canada, France, West Germany, Sweden, Finland, Holland, Norway and Denmark.

#### LARGEST REPRESENTATION

The British had the largest representation, with five firms participating. West Germany was second, with four exhibitors, and Canada, Holland and Finland each had two firms showing marine products. The British exhibits, although primarily marine power plants, included the Silhouette, a 17-foot auxiliary sloop that sleeps two and is powered by a five-horsepower aircooled inboard engine.

#### PLYWOOD TOO

The largest sailboat on display was the 40-foot Luders, the largest moulded plywood boat ever built. Shown with all sails set and its big spinnaker ballooning out forward under the blast of a hidden fan, the big auxiliary created considerable stir among visitors. The boat has a displacement of almost nine tons.

The tremendous interest in boating in the United States during recent years can be attributed, in part, to the improved design and construction of outboard-powered boats and the increased power of outboard motors. The dependability, low maintenance factor, economical operation and low initial cost of outboard motors, even those of the upper horsepower bracket, have made it possible for the individual of very moderate income to satisfy his desire to enjoy the wonderful world of boating. The allied activities, such as fishing, wildfowling, water ski-ing, skin-diving and cruising offer the modern boatman a varied sports programme at a cost he can afford, and one in which the entire family can participate.

## R.N. Drama Festival

THE following plays are being presented by the establishments named for the Portsmouth Command Central Contest in association with the R.N. Drama Festival.

H.M.S. Vernon, "My Three Angels," by S. and B. Spewack. H.M.S. St. Vincent, "Granite," by Clemence Dane. H.M.S. Victory, "The Mayerling Affair," by R. F. Delderfield. H.M.S. Dolphin, "Dial 'M' for Murder," by Frederick Knott. H.M.S. Sultan, "The Middle Watch," by Ian Hay and Stephen King-Hall. R.N. Staff Officers' Mess, "The Reluctant Debutante," by William Douglas Home. H.M.S. Excellent, "Arsenic and Old Lace," by Joseph Kesselring. H.M.S. Collingwood, "Home at Seven," by R. C. Sherriff.

These plays are being adjudicated in their home establishments and the best two will be restaged and re-adjudicated at the Central Contest in the Victory Theatre, R.N. Barracks, Portsmouth, at 7 p.m. on Monday and Tuesday, March 9 and 10.

Mr. Cecil Bellamy has been appointed by the British Drama League to adjudicate. It is hoped that the Portsmouth Command Drama Cup will be presented by the Commander-in-Chief on Tuesday, March 10.

All officers and ratings, their families and friends, are invited to attend. There is no charge for admission. Applications for tickets should reach the Command Instructor Officer's Office not later than March 5.

## NO BRAIN WASHING!

# Time has come for NAAFI to hit back

REPORTING on his activities as the N.A.A.F.I. Royal Marine Corps representative, C./Sgt. E. E. I. West had this to say about his job: "One of the most difficult parts of being the Corps representative is to present a fair picture without appearing to have been brain washed by some sinister official at Imperial Court. It is made even harder by the fact that whatever company I am in, if I am incautious enough to mention I am connected with Naafi, my remark is greeted with either abuse or sympathy. The reasons for this, I believe, are that for years it has been a popular and safe pastime to say the most outrageous things about Naafi in the popular (and these days not-so-popular) Press, on radio and TV without any fear of a full-blooded counter-attack.

"Each Friday evening Naafi is slandered quite unmercifully on television with such side-splitting lines as: 'I see the Naafi has a new supply of beer; I saw them connecting the water pipes.'

#### A GOOD CONSCIENCE

"Benjamin Franklin once said: 'We must not in the course of public life expect immediate approbation and immediate grateful acknowledgment of our services, but let us persevere through abuse and even injury. The eternal satisfaction of a good conscience is always present, and time will do us justice in the minds of the people, even those at present the most prejudiced against us.'

"These are noble words and may have proved true in regard to Franklin and his ideals, but it certainly does not appear to be the case with Naafi. The time has come when this concern must hit back hard.

#### TORRENT OF LETTERS

"Recently, a very influential paper carried an article which was definitely biased against Naafi. This resulted in a very fair reply by the P.R.O. on behalf of the Corporation. It also resulted in a torrent of letters from retired Royal Air Force officers, none of whom had a good word to say in defence of this organisation. The correspondence culminated in a letter which stated that the P.R.O. had made a number of statements with which he, the writer, having first-hand knowledge, could not agree. To me and the rest of the general

public this implied that some of the statements in Naafi's reply were not true. I waited with mounting interest for the reply to these allegations. Alas, the next edition contained no official denial but only a very loyal little letter from one of the managers, who, with great spirit, sprang to the defence of her firm.

"This really is not good enough. To be sniped at by the ordinary Service man, who cannot be expected really to understand the whole complex problems of this organisation, is one thing, but when Naafi is subjected to a broadside of heavy guns fired by people who have been in a position to know the facts and also in a position to alter whatever is wrong with the Corporation, is another. When this happens every effort must be made to state the Corporation's case, and if the attackers enlist the aid of the B.B.C. as they did, we must do the same.

#### ANOTHER SPLINTER

"It may be wondered why I have said so much on this subject of the good name of Naafi. My reasons are that I believe, most sincerely, that however hard the officials and servants of the Corporation work and however much official backing is given by the Service Ministries, Naafi will never achieve the standard of service it is capable of without the support of the Service man, and I am convinced that it will never get this support whilst every new recruit enters the Service believing that Naafi is just another splinter in the cross he has to bear."

Commenting upon C./Sgt. West's reference to the Malcolm Clubs controversy, a N.A.A.F.I. spokesman explained that the Board of Management had decided it would be wrong for the Corporation to take any further part in the controversy. The issue was not between N.A.A.F.I. and Malcolm Clubs, but solely between Malcolm Clubs and the Air Ministry. It became obvious that the newspaper article was but the first shot in a carefully planned propaganda campaign on behalf of the Malcolm Clubs in which N.A.A.F.I. was to be hauled in as the "whipping boy." N.A.A.F.I. did not come into this issue, nor, as the Secretary of State for Air confirmed, did N.A.A.F.I. exert any pressure whatever to influence the Air Council's original decision to close the Malcolm Clubs.

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# THE ROYAL NAVAL ASSOCIATION

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Patron: H.M. The Queen

## Cape Town Branch Banner Dedicated



## CALENDAR

### Newton Abbot

March 21.—Dinner and Dance to celebrate Second Anniversary. Tickets 8s. 6d.

April 29.—Mayflower lecture with film by Stewart A. Upham at H.Q., R.A.O.B. Club, Halcyon Road, 8 p.m.

### Finsbury

May 24.—Dedication of new Standard at church of St. James, Clerkenwell Green, E.C.1.

### Newcastle and Gateshead

March 14.—Tenth Annual dinner at Liberal Club, Newcastle upon Tyne, 7.30 p.m. Tickets 12s. 6d.

### Cheam and Worcester Park

March 21.—Anniversary Dinner and Dance.

June 14.—Twenty-first Anniversary Parade and Drumhead Service.

### VENUES

Edgware.—Sea Cadet Corps, H.Q., T.S. Palidine, Daws Lane, Mill Hill.

## We will remember them

Shipmate Miller, of Gosport. Hon. Mem. of Newton Abbot Branch.

Shipmate A. Oates, Member of Basingstoke Branch.

C. Axe, an Associate Member of Basingstoke Branch.

Shipmate Alfred George Ingram (Shipwright Lieut. Cdr. R.N. (ret'd.)) Member of Belfast Branch.

Shipmate John C. McDonald (ex-Leading Seaman) Member of Belfast Branch.

Shipmate James Harvey Roberts (ex-C.P.O. Mech. i/c), Hon. Secretary of Belfast Branch for four years.



The Standard of the Cape Town Branch was dedicated in St. Saviour's Church, Claremont, Cape Town, on December 7 last year, and these photographs have been sent to "Navy News" by the Commander-in-Chief South Atlantic and South America Station who is the President of the Cape Town Branch.

This branch, like several others in that part of the world, is a lively concern

and keeps up a firm liaison with the Royal Navy. The Commander-in-Chief's letter says "it may not always be appreciated just how strong the Association is overseas."

The photograph above shows some of the members at the dedication service and includes Commander C. S. Ricketts, Deputy President, Admiral Sir Herbert Packer, Vice-President, and Canon J. W. Aubrey, the branch chaplain. The Standard, with Bearer and Escorts, is seen in St. Saviour's Church.

## R.N. Association help Nautical Training Corps

SHIPMATE H. P. Rideout, hon. Secretary of the Havant Branch, has been elected Commanding Officer of the Leigh Park Branch of the Nautical Training Corps. Recruiting starts in March and judging from the interest already shown, members will be readily forthcoming. The branch has been given the name T.S. Loyalty.

## After only six years Bury is striving for own H.Q.

THE Bury Branch, which was formed by six local men less than six years ago, and which now has a membership of more than 100, is determined to have its own permanent headquarters, to which members can take their families and where shipmates can meet throughout the week.

One of the two founder members who attended the Second Annual

Dinner on January 17, Shipmate Joe Outram, said "apart from the British Legion, there is no organisation in the district for Navy or ex-Navy personnel. Owing to the close comradeship of Naval men, we thought we should be far better off with an Association of our own."

During its short existence the Bury Branch has received letters of appreciation from other organisations in the town and district for its charitable work.

The annual toast at the dinner, which was held at the Knowsley Hotel, was "The Royal Naval Association," which was proposed by the branch Chaplain, the Rev. H. F. Fox, Vicar of St. George's Church, Unsworth.

## Dull year only passing phase

THE annual meeting of the Horley Branch of the Royal Naval Association took place on Saturday at the White Swan. The meeting opened at 8 p.m. Eight Bells being struck at that hour on the ship's bell. After the Loyal toast, the ship's company then stood for one minute's silence in memory of members who had "slipped their cable," absent friends, and "Those in peril."

In the absence of the chairman, Shipmate H. Drewery, due to illness, the chair was taken by Shipmate F. Leighton. In his report, read by the secretary, the chairman said that unfortunately the year just passed had been a very dull one for the branch, but he was sure this state of affairs was only a passing phase, and he earnestly asked all members to make 1959 a very successful one and thereby put Horley back on the map. He thanked the hon. secretary for his continuous efforts and hard work in keeping the branch together, to the treasurer and to those members who had attended meetings and functions during the year.

### MEMBERSHIP DOWN

The secretary said the number of fully paid-up members fell off during the year, there being quite a number of subscriptions for 1958 not yet paid. There had been three new members during the year. He hoped the lapsed members would renew their subscriptions, and return to the fold. With the exception of the reunion, only one outing had been held, to Chatham, to the Royal Sailors' Home Club for the last time, as it finally closed its doors on January 31, 1958. He hoped that during 1959, there would be a revival of the usual outings, which had previously been an annual affair. In Horley the standard was carried at the Battle of Britain thanksgiving service and also at the Remembrance Day parade, and the branch still remained country members of the Portsmouth Royal Sailors' Club. They had maintained their liaison with the local Sea Cadet Unit, and he hoped this would continue, and that they might even maintain more interest in this direction. As area and conference delegate, he had attended all area meetings, also the annual conference at Blackpool.

### CREDIT BALANCE

The treasurer then gave his statement for the year, not so good as in some of the previous years, but nevertheless the branch were still holding a credit balance. Officers elected were: chairman, Shipmate H. Drewery; vice-chairman, Shipmate F. Leighton; secretary, Shipmate R. T. Giles; treasurer, Shipmate L. Evans; committee, Shipmates F. Hoare, W. Tyrrell, A. White, W. Daniel, J. Penny, H. Dyble and R. Bowles; standard bearer, Shipmate F. Davey; deputy standard bearer, Shipmate S. Hygate; standard escorts, Shipmates G. Winchester and M. Hart; area and conference delegate, Shipmate R. T. Giles. The meeting closed at 2115, after which a social was held. — R. T. GILES.

## Dagenham Girl Pipers to head Lewisham parade

THE Annual Church Parade Service of the Lewisham Branch will take place on Sunday, May 3, at St. Mary's Parish Church, Lewisham, S.E.13. The Parade will assemble at the Clock Tower at 1015, marching off at 1030 along the High Street to the church.

After reassembling at the end of the church service outside the church, the parade will march to the War Memorial where the salute is to be taken by Rear-Admiral J. Figgins, C.B.E., assisted by Commodore Sir Roy Gill, K.B.E., R.D., R.N.R., Commander R. H. Palmer, O.B.E., Lieut.-Commander H. M. Pinnell, R.N.V.R., and Councillor F. A. Fisk, J.P., Mayor of Lewisham.

The parade will be headed by the Dagenham Girl Pipers Band and the Lewisham Sea Cadets will provide an armed escort.

The Lewisham Branch is most anxious that the parade shall be one which Lewisham will remember and asks that branches will co-operate by sending standards and escorts, and Shipmate W. F. Faro, of 73b Tyrwhit, Brockley, S.E.4, would be pleased to hear from branches intending to be present.

## DURHAM WILL BE AT ANNUAL CONFERENCE

DURHAM Branch will be represented at No. 11 Area dinner at Hull by the president (Rear-Admiral R. M. J. Hutton, C.B., C.B.E.) and Shipmate Dick Heron. The trip is a little too far for the shipmates to attend in greater numbers.

Judging by rumours in the branch, Durham is to be well represented in London at the annual conference. Thanks to the efforts of Shipmates Egglestone and Mitchinson the funds are in good order and the branch can afford to have ideas.

The dry dock which is being built at Portsmouth to take the Dreadnought, the nuclear submarine, is likely to take 21 months building.

## Order or Renewal Form

(Delete as appropriate)

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## NEWTON ABBOT LOOKS TO THE FUTURE

THE chairman of the Newton Abbot Branch (Shipmate W. G. Langridge) reported at the second annual general meeting that the branch had had a successful year. He considered that the Association had become well established in the area and in real Naval metaphor he summed up, "In 1957 we launched the ship, and in '58 we had our trials. I have every confidence that in 1959 we will take our place among the fleets and hold our course."

The president, Capt. E. C. Fenton, said that the branch was started 22 months ago, and now had a membership of 112. He had plans for the future. "There's the Young Farmers'

Club and the Young Conservatives. I wonder if there is scope for a junior branch of the R.N. Association?" He warned members, however, "It's much more difficult to keep things going than it is to start with a burst of enthusiasm."

The vice-chairman (Shipmate L. Palk) said the branch must look to the future. "I think our next aim should be our own headquarters," he said. "That would bring a lot of new members into the fold."

The highlight of the past year was the dedication of the branch standard by the Bishop of Plymouth. The finances were in a healthy state and the social committee secretary (Shipmate A. J. Green) referred to the fact that the aim of his committee "is to create a fellowship with other organisations. We invite them to our social events. We want them to realise that we're not out to smash other organisations, but to create fellowship."



## U-boat clock presented to Ashford while 16 'old salts' look on

AT 7.45 p.m. on February 6, the President of the Ashford (Kent) branch, Captain D. Macintyre, D.S.O., D.S.C., R.N., and Mrs. Macintyre were piped aboard, by the quarter-master, Shipmate Clayton, to take their position by the bridge, with the Vice-Presidents, Commander Aikman and Shipmate Murray, and at 8 p.m. eight bells were struck, the Queen's health was drunk, and the President welcomed the special guests of the evening.

These were 16 old sailors from "Pembroke House," Chatham, whose ages ranged from 75 to 89, and everyone was very pleased to see them "come alongside" and to swap yarns. Among those present at this eleventh birthday party of the branch were the Secretary of Ashford Gunners, Mr. E. Kirby, and his wife, Chairman of the 156 Company R.E., Mr. M. Owen, and Mr. A. Butt, of the Old Contemptibles.

High-lights of the evening were the various presentations. A ship's clock taken from a U-boat was handed over by ex-Chief Petty Officer C. Bowden, R.N., of Kennington; a silver Naval medal which was awarded to his brother over 60 years ago was presented to the Mess by Mr. Cloke; and a chart from H.M.S. Whirlwind was given by Shipmate D. Shalbolt.

In presenting the clock, which strikes the bells instead of hours, Mr. Bowden said: "I could not have it ringing night and day at home, and I thought the next best thing to do was to give it to the Mess. Sometimes it gets you down, this ringing business!"

Shipmate L. G. Murray, a Vice-President, presented a pair of antique pewter tankards, taken from one of the wooden ships of the "Victory" Class, to Capt. Donald Macintyre, on behalf of the branch for all he had done since he became President.

At 8.30 p.m. the 20 lb. iced cake was cut with the skipper's own sword, which will be kept in safe custody by the branch. Capt. Macintyre was



Shipmate H. Clayton (Vice-Chairman) receives the U-boat clock from Shipmate C. Bowden

helped in this task by Mrs. Macintyre, and a very handsome couple they looked.

All the members' children received a savings certificate as a birthday present from the branch.

Entertainment was provided by Mr. H. E. Roberts on the piano, with Mr. Lewis on the piano-accordion, and Mr. George Penfold sang.

A special welcome was given to

Capt. Mills, R.N., who recently joined the branch from High Haldon.

At 10 p.m. the liberty-boat was piped alongside, for the Old Salts to return to Chatham; Sunset was sounded, and the White Ensign was lowered from the mast by Shipmate Standen, ex-Yeoman of Signals, R.N.

With the Old Salts safely on their way, the festivities continued until 11.30.

## BELFAST BRANCH LOSE THREE SHIPMATES Eighty Members Attend Funeral

BELFAST suffered sad losses last month. Three staunch shipmates died during the month.

Alfred George Ingram (Shpt. Lieutenant-Commander, R.N., retired), served between 1902 and 1931 and was well known in the Portsmouth Division.

John C. McDonald (ex-Leading Seaman) served between 1934 and 1945 and will be remembered by many at Chatham Depot as a boxer of some note. His sudden death in his early forties was a great shock to the Belfast members and others.

James Harvey Roberts (ex-Chief Petty Officer Mechanic (I)) served between 1936 and 1948 and was well known in both Portsmouth and Devonport Depots. His untimely passing after a short illness at the age of 44 is very deeply regretted.

From when he joined in 1951, "Jimmy" had been a keen worker, and tributes to his good work for four years as honorary secretary of the Belfast

Branch and Club appeared in these columns a bare 12 months since. While still serving on the committee he gave invaluable support to his successor, and it is hard to realise that his genial personality is no longer. The late shipmate had attained a responsible position as an established civil servant and was able to direct those seeking employment along the right lines. Many ex-Service men in Belfast have reason to remember "Jimmy's" advice. The high regard in which he was held and the respect of his neighbours were demonstrated in the large cortege which followed his coffin to the graveside. Eight shipmates wearing medals acted as pall-bearers and the mourners included some 80 members of the Belfast Branch.

## Bigger meetings mean bigger funds

NEWCASTLE and Gateshead held their annual general meeting on February 6 and reports of a successful year were made by both shipmate secretary (A. Thirlwell) and shipmate treasurer (A. Denton). These two, with Shipmate R. Finch as chairman, were re-elected for 1959. Reports regretted a slight falling-off in attendances, but it was hoped that this was only a passing phase.

The treasurer painted a rosy picture of the branch finances, pointing out that the presence of more members at meetings would have improved even the good figures he was able to give.

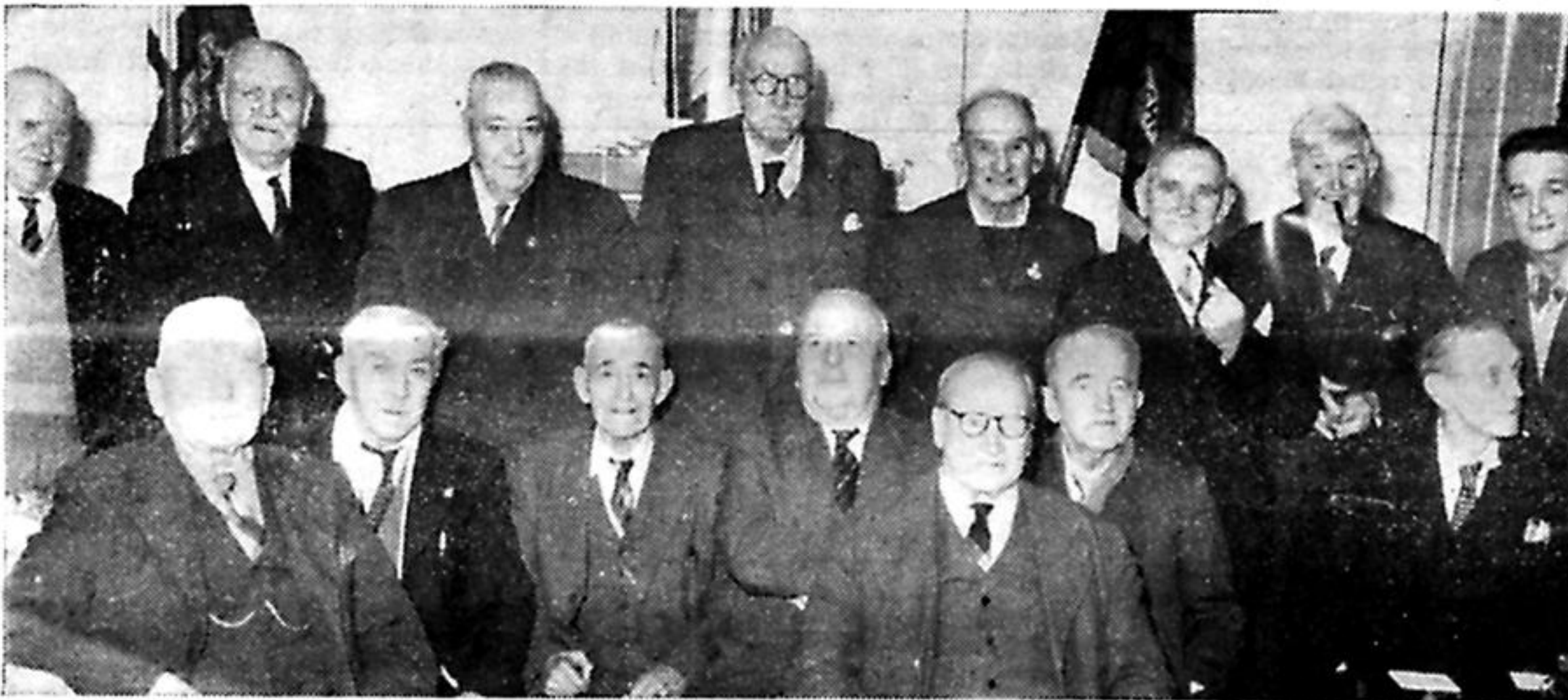
Capt. G. F. Renwick, R.N., the Admiralty Regional Officer, and Mrs. Renwick, are to be the guests of the branch at the annual dinner to be held on March 14. This function promises to be a very enjoyable one and the branch hopes that shipmates from far and wide will attend. Tickets (12s. 6d.) may be obtained from Shipmate A. Thirlwell at 24 Popplewell Gardens, Low Fell, Gateshead, 9.

## "Piracy" brings in £127

THE Chairman of the Basingstoke Branch recalled some of the outstanding features of 1958 at the recently held Annual General Meeting. He mentioned, among other items, the successful Children's Christmas Party, and the trips to Portsmouth, Brighton and London when contact was made with the local branches. He also referred to the fine efforts of the "Pirates" of the branch who raised over £127 at the Carnival for charities.

After seven and a half years the branch has had to find a new secretary. Shipmate E. A. Long had to tender his resignation upon leaving the district, but the branch showed its appreciation of his services by unanimously voting him a life member of the Association. His successor is Shipmate H. V. Jefferies, 192 Winchester Road, Basingstoke.

Basingstoke Branch celebrates its 21st birthday this year.



What tales they could tell! Some of the "old salts" from Pembroke House, Chatham, at Ashford's 11th birthday party. Ages ranged from 75 to 89 years

## LOWESTOFT WAR MEMORIAL TO BE FLOODLIT

THE Mayor of Lowestoft (Mr. W. H. B. Sanders) promised the Lowestoft Branch of the Royal Naval Association at their annual dinner that he would do his best to see the war memorial was floodlit. "For I feel it is something of which we should be proud and it is something which is worthy of a proper system of floodlighting at night," he remarked.

He added that the memorial could be seen for a considerable distance at sea.

The Mayor, who was responding to the toast to the guests, said that in many respects the association in the town was quite unique. "I don't think there is any other branch of the three Services in Lowestoft, which has such an active association," he commented.

He congratulated the association for its work among the ex-members of the Navy and for their friendliness with the officers and crew of the Fisheries Protection vessel H.M.S. Soberton when she was in port.

### BEST YEAR

Proposing a toast to the branch, Mr. H. Dodwell, the chairman, said that the past year, both financially and socially, had been the branch's best one since it was formed. Attendances for their Friday night gatherings had been very good, but they would still be pleased to welcome new members.

Mentioning that this year was the centenary of the Royal Naval Reserve, he said that they were trying to mark the occasion by organising a service for all R.N.A. branches in No. 5 Area at the memorial in Belle Vue Park. Several branches had already approved the idea and it was hoped a Royal Naval guard of honour and band would be able to attend.

The president, Dr. J. D. D. Boswell, proposing a toast to the R.N.A., said that even though these were days of speed and scientific wonders and

## Could have more at their meetings

ATTENDANCES at the Cheam and Worcester Park Branch meetings have dropped considerably since Christmas. It is realised that the weather has not been of the best, but branch officials feel that it cannot be used as an excuse.

The Annual General Meeting on January 16 was poorly attended and this is considered to be a great pity.

The branch is looking forward to its 21st Anniversary Dinner and Dance on March 21, and as it is such an important occasion, the officials hope that every member will be able to be present. Another highlight is the Anniversary Parade and Drumhead Service, which will take place in Cheam Park on June 14.—PAT COE.

## Conference delegates to be entertained

THE Social Committee of No. 1 Area consider it desirable that something should be "laid on" for the delegates and wives or friends accompanying them, once the day's work has been completed. When the Conference was last in London, in 1956, a river trip and two separate coach tours were organised and all three fell as flat as a pancake. The reason for this appeared to be that very few knew anything about them. In order to avoid such a contingency this year early information on what it is proposed to do is being promulgated via "Navy News." Complete details will be sent to delegates later on and will also be published in "Navy News" and the No. 1 Area Bulletin. So, in the words

of one Claud Snudge, "Let not no one say they know nothing about it."

Broadly speaking, the idea is to lay on tea, to be followed by a few games, time permitting, and this will be followed by a social evening and dance. With this in mind a hall has been booked in the vicinity of R.N.A. Headquarters Club. When the Conference ends all will proceed to the hall.

When arrangements are further advanced details will be forwarded to each delegate, with the above mentioned tickets. A separate letter will be sent to all branches in No. 1 Area.

These arrangements are being made in the hope that all those who travel to the Conference will return to their homes afterwards feeling that their journey to "the smoke" has been very worthwhile.

E. J. SMITH

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## NEWS OF OTHER NAVIES

## Western Europe a Beachhead

(By D. WETTERN)

WRITING recently in a magazine Vice-Admiral Ruge, Inspector of the Federal German Navy, has said that Western Europe, from a strategic point of view, can be regarded as hardly more than a beachhead, which, not being self-supporting, is entirely dependent on supplies from overseas. "For us it is a matter of life and death whether we succeed in keeping free the sea lanes," he went on. He was certain that surface ships will still be needed though aircraft and submarines will have to bear the brunt in a future war.

Turning to Germany's special place within N.A.T.O., he said that Germany along with the other N.A.T.O. powers is responsible for defending the Atlantic against the submarine threat. Germany could best fulfil her obligations by defending, along with the Danish Navy, the outlets from the Baltic so efficiently that the Russians would not be able to get their submarines into the Atlantic.

A future battle of the Atlantic would be half decided on the outcome of the sea war in the Danish narrows, the Sound and the Belts. At present, Russia, with Poland and Eastern Germany, has available in the Baltic eight cruisers, 80 destroyers, 460 minesweepers, 150 submarines, 219 M.T.Bs. and about 1,500 aircraft.

Once the Federal German Navy was re-equipped the combined German and Danish forces available would include 36 destroyers and escorts, 90 minesweepers, 18 submarines, 60 M.T.Bs. and 58 aircraft.

On another occasion Admiral Ruge revealed that a group of four destroyers, work on which would start shortly, will be armed with ballistic missiles somewhat smaller than the U.S. Terrier. Work would start as soon as the missiles completed their trials.

## Deputy Chief of Naval Staff (Designate) visits Fulmar

AS part of his tour of the Home Air Command, the Deputy Chief of Naval Staff (designate), Vice-Admiral L. G. Durlacher, visited Royal Naval Air Station Lossiemouth on February 9 and 10. Arriving by Devon aircraft during the afternoon of Monday he stayed overnight with the Commanding Officer, Capt. F. M. A. Torrens-Spence. The following day Vice-Admiral Durlacher toured the air station taking a keen interest in the functions of the various squadrons and sections. He watched one or two special demonstrations which had been arranged for his interest.

# EXPEDITION TRAINING IN THE WELSH MOUNTAINS

## Practical test of leadership

(By Our Special Correspondent)

ASKED for an article about the Black Mountains, what better place for inspiration than the Staff Office of Ty-Hwnt-y-Bwlch by lamplight? That is the very Welsh name of this 18th-century house which is situated in the wilds near Cwmtyoy and about seven miles from Abergavenny.

It is the base camp for expedition training from the Petty Officers' School at Corsham and is loaned to us by Mr. Williams, the local farmer. It was built in about 1730 and was last repaired a few years later; it has a mess hall, two bunk rooms and a detached and primitive galley and for some strange reason a public right of way through the very front door.

We in 625 Course left Royal Arthur at 0830 and after an exciting bus drive (mellowed by L.R.E.M.(A) McComb's piano accordion) we arrived at Cwmtyoy at 1230. We then set about transporting provisions, coal and paraffin (let alone ourselves) up the 500-foot approach to base camp. Later, having recovered our breaths and settled down, we explored the nearby Craig and exercised map-reading before returning to camp, our tot and an excellent supper cooked by our president, C.P.O. McDonagh, and P.O. Penny, both from Neptune. Incidentally, the course instructor, C.P.O. Toomey, runs our victualling and for a C.M.(E) he makes a pretty good puffer. As I write this a few of the petty officers are sitting in front of an enormous log fire (I imagine thinking they never "had it so good"), while the remainder are sampling the delights of Stood ales at the local pub two miles away.

It is possible that they need Dutch courage, for tomorrow, in groups of three, we all set out on our 36-hour

trek across the mountains. Peaks and mountain-tops in the exercise area have been numbered so that the inaccessible ones carry the most points and the aim is for each course to score as many as possible in the time available and thus to beat previous records. Groups sleep out in the open (it's not snowing at present), but the equipment is excellent and we are all armed with sleeping bags, army compo rations, maps and compasses. Incidentally, should it snow each petty officer can be equipped with skis and the photograph shows a member of 619 Course trying his skill to the amusement of the course president, C.P.O. Munroe. Groups return to camp on Wednesday night and the bus takes us back to Royal Arthur on Thursday evening in time for pay and the monthly petty officers' dance.

One might ask why petty officers come to this delightful spot—referred to affectionately by some as the Royal Naval School for Mountain Goats. The aim is to provide a tough practical test of leadership, endurance and teamwork. Successful completion of the trek gives petty officers more self-confidence and to some a greater realisation of the value of loyalty and co-operation between branches. What do petty officers think of "That Old Black Magic"? Well, I have just asked them next door and their reply, though friendly, is, I regret to say, unprintable!—W. R. J. M.



The president looks on with amusement as one of his pupils endeavours to reach a standing position.—Photograph P.O. Radio Elect. R. Syken

## Collingwood beat Chatham in semi-final

In an exciting game on Wednesday, February 11, at the U.S. Ground, H.M.S. Collingwood beat R.N. Barracks, Chatham, 4-0 in the Navy Cup soccer semi-final.

In the first 40 minutes it could have been anybody's game and, in fact, both sides had narrow escapes, but five minutes before the interval, an inside wing centre movement resulted in a goal for Collingwood, scored by Apprentice Mumford.

Five minutes after changing ends, P.O. Reed netted again for Collingwood. This stung R.N.B. Chatham into greater efforts, but all to no avail. Before the final whistle blew, both Mumford and Reed were to repeat with well-placed shots.

For the second time Collingwood will be in the final and for the second time it will be with Dædalus. This last happened in 1956, when Collingwood won 2-1 at Fratton Park. This year's final will take place at Privett Park, Gosport, on the afternoon of March 18.

## SPOT COMPETITION FOR COOKS

THE finals of the Portsmouth Command cookery competition were held on February 16 and 17 in the kitchens of the Catering Department of the Portsmouth College of Technology, which had been made available by the Principal, Dr. W. Taylor, D.Sc., F.R.I.C.

There were 58 entrants for the competition of which 17 took part in the finals, the remainder having been eliminated in a series of heats, which had been held in various naval establishments. There were three classes, open to all Naval, Royal Marine and W.R.N.S. cooks of the rating of Petty Officer and below.

The actual contest consisted of the cooking of a three-course meal for four persons, the exact composition of which was only communicated to the competitor when he entered the kitchen. A list of dishes from which the meal would be selected for each class had previously been published. The dishes were those which any cook of the appropriate rating might be called upon to produce in the ordinary course of his duty and which find a regular place in Service meals. The idea was based on the practical test for the City and Guilds examination, which is so well known to all cooks both Service and civilian, though on a reduced scale.

The judging was performed by members of the teaching staff of the College

of Technology under the direction of the Head of the Catering Department, Mr. A. E. Simms, F.H.C.I., who himself judged on the first day of the competition. Judging was in progress throughout the preparation and cooking, marks being awarded for planning, manipulation, cleanliness and tidiness, and time.

Prize-winners were:

**Class I (Petty Officers).—**Petty Officer Cook (O) R. Coleman, H.M.S. Victorious (only one finalist).

**Class II (Leading Rates).—**1, Leading Cook (O) C. Collinge, H.M.S. Dolphin; 2, Leading Cook (O) C. W. Liddle, H.M.S. Excellent; 3, Leading Cook (O) D. B. Brownhill, H.M.S. Mercury.

**Class III (Able Rates).—**1, Marine S. R. Thompson, R.M. Barracks, Eastney; 2, Cook (O) B. Wood, H.M.S. Victorious; 3, Cook (O) R. Trask, H.M.S. Dolphin.

Those who were first received a challenge cup and a cash prize; seconds and thirds received cash prizes.

Prizes were presented by Rear-Admiral R. W. Palford, C.B.E., Chief Staff Officer (Administration) to the Commander-in-Chief, Portsmouth, in Victory Conference Hall, R.N. Barracks, Portsmouth, on February 18.

Commander Kirby, the Supply Officer (Stores), R.N. Barracks, Portsmouth, is to be congratulated on his organisation and praise is also due to the Command Cookery Officers who judged the preliminary heats.

## CHANGE OF H.Q. FOR EDGWARE

IT is a pity to have to report that the most important meeting of the year—the annual general meeting—was poorly attended. It is possible that sickness had a great deal to do with the drop in numbers.

The Hon. Secretary spoke of the great loss the branch had sustained through the deaths last year of its President, Commander R. Say, O.B.E., R.N.V.R., and its Chairman, Shipmate F. Chaplin. Both were very good members.

The changing of the headquarters to the Sea Cadets Headquarters, T.S. Palidine, Daws Lane, Mill Hill Circus, is going to be of great benefit, and the branch looks forward to a better year with many new members.

(Continued in next column)

## BOOK REVIEWS

### A 'fan-damn-tastic' story

THE whole world was thrilled and electrified when it became known that the United States Submarine Nautilus—the first atomic submarine—had sailed beneath the polar ice cap, right under the North Pole, thus blazing a track which can possibly be of immense saving when atomic cargo submarines ply their way around the world.

And now here is the story told by the Commanding Officer on that trip.

### With a flag a bucket and a gun

THE antics of Lt. Colin Cranmer and Lt. Purbright, of the Royal Naval Staff College, Greenwich, are really incredibly funny. Colin Cranmer on his unicycle provides much mirth and a great deal of work, to say nothing of concern, to the local Police. His mad exploits provide first-class humour of an unusual brand.

Jennifer, the Admiral's daughter, is quite an unconventional creature. She has a liking to drink pints of beer, whilst perched on a high stool, at the local pub. She is so beautiful that thousands of battleships had to be forcibly prevented from launching themselves. Admiral Stamp returns from the past in the form of a ghost, and finds it most difficult to adapt himself to the changing times. The battleship to him is the backbone of the Navy, and he is very opposed to the present trends of push button and guided missiles as a substitute to the ancient form of defence. The modern methods of naval warfare cause him grave anxiety, and he is, therefore, very intent on securing recruits to support his theories. In his efforts to do so, complications arise.

The whole book, from beginning to end, is most entertaining, and the author, A. H. Barton, has certainly written a very fine and unusual book. Although the author writes about certain aspects of life in the Navy, the book, nevertheless, is one that would be enjoyed by all.

"With a Flag and a Bucket and a Gun," A. H. Barton, (Hodder & Stoughton Ltd. 12s. 6d.).

(Continued from preceding column)

Shipmate A. Barnes was elected Chairman of the branch, with Shipmate H. Rust as vice-chairman. The Hon. Secretary, Shipmate G. W. Cook, was re-elected.

The Edgware Branch meets on the third Sunday in the month at 12.30, and visitors are always assured of a warm welcome.

This journey was not a madcap rush undertaken with lots of ballyhoo, but was a scientific expedition, every step and move being tried and tested before the next one. Forays under the ice cap accumulating data led to better instruments and eventually to a journey which could cut 4,900 miles and 13 days off the route from Japan to Europe.

The story is ably told and reveals at first hand that comradeship which is always associated with submariners of whatever nationality. The chapter on the Nautilus herself throws up in sharp contrast the differences which exist between the conventional submarine and the atomic vessel. Measuring 320 ft. and 28 ft. in diameter, and as she does not need a large battery or a great volume of diesel fuel, considerably more room is available for living accommodation. The crew's mess compartment can be converted to a cinema for 50 people, and the galley is huge. The book is well illustrated and will be of enormous interest, not only to submariners and naval men generally, but also to all who have ever stopped to think of the potentialities of the submarine.

After the transit of 1,830 miles—96 hours under the ice—when it was possible to fix the position by observations of the sun, the navigator found that the ship was less than 10 miles from the dead-reckoning position, and in the opinion of Commander Anderson it was the most remarkable piece of ship navigation ever accomplished. Shaking his head in amazement, Commander Anderson uttered a Nautilus word: "Fan-damn-tastic!"

"Nautilus 90 North," by Commander William R. Anderson, U.S.N., with Clay Blair, Jun. (Hodder & Stoughton Ltd. 15s.).

### Conditions for medal for Fleet clearance team

ADMIRALTY Fleet Orders 272/59 and 408/59 give the conditions of award of the Naval General Service Medal (1915) for Service with the Mediterranean Fleet Clearance Diving Team since January 1, 1955 and in Cyprus since April 1, 1955, respectively, and include instructions for the provisional issue of ribbons.

## With a Flag and a Bucket and a Gun

A. H. BARTON

This most entertaining and amusing novel tells of a ghostly Admiral's mission to the Royal Naval Staff College at Greenwich—to misguide the guided missiles. Written by a serving Royal Naval Officer who often contributes to Punch.

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 The Director (G/1/235), Huddersfield Training College, Holly Bank Road, Lindley, HUDDERSFIELD;  
 The Principal (G/1/235), Garnett College, 83 New Kent Road, LONDON, S.E.1.

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# SPRING-LIKE WEATHER AT R.N.A.S. ARBROATH

## Gliding club has ten gliders

**A**FTER a somewhat cold and icy January, the spring-like weather in February at H.M.S. Condor has been in startling contrast to the conditions a year ago. Although the ground has been rock-hard and all outdoor sporting activities have been severely curtailed, the sunshine and clear skies have mitigated the frosts. "Smog" is unknown in our "neck of the woods" and the grass is beginning to grow again.

As usual in the spring term, various keen members of the Dramatic Society can be found hiding in corners mumbling their lines or holding spirited conversations on "flats" or "spots" with their actor colleagues. The society are hard at work at the moment on their production of Arthur Miller's play, "All My Sons," which is to be presented as an entry in the Drama Competition.

### VISIT OF PALLADIN

This frigate paid a visit to Dundee at the beginning of February and the junior ratings from H.M.S. Ganges who were on board as part of their training, toured H.M.S. Condor on two successive days, finishing up with short flights from the airfield.

### SPORT

The frost has played havoc with most of the outdoor games, but the cross-country teams carried on with the ground like concrete. Condor entered three teams in the R.N. in Scotland Championship run at Rosyth and they were placed sixth, seventh and 14th out of 15 teams. We were also beaten 44-41 by St. Andrew's University.

### GLIDING

The Gliding Club now possesses 10 gliders and tremendous enthusiasm is being shown by the many new members. At week-ends a glider takes the air every few seconds.

The Condor Ski Club have had good snow in Glen-Shee for their outings recently. When the snow slopes with

good conditions are low-lying, there is no necessity for a long trudge upwards shouting "Excelsior" before commencing on exhilarating downhill runs.

The building of a club house on Rescobie Loch proceeds well and two sections of the building are now in position and the pier has extended well out over the ice. Although tedious at first in placing the uprights of the pier, the six-inch thickness of ice allowed the welding of the top deck to take place in comparative comfort. The Olympic class of dinghies have been thoroughly overhauled by the Sailing Club members and are now scintillating in bright colours.

## RECORD ENTRY FOR SQUASH RACKETS

**L**IEUT.-CDR. Mather, the winner of the 1958 Championships, had unfortunately to scratch from this year's tournament, owing to a knee injury; there was nevertheless a record total of 21 entries.

The only first round match to go more than three games resulted in Surg. Lieut. Thornber losing to Lieut.-Cdr. Bullivant after leading 2-0. In the second round, Inst. Lieut. Chrisop, who had had a long journey from Lossiemouth, was rather surprisingly beaten 3-0 by Lieut.-Cdr. Bing and Lieut.-Cdr. Bullivant was swiftly disposed of 3-0 by Surg. Capt. Curjel. A harder match gave Lieut. Hodson a 3-1 win over Lieut. Sinclair, who was suffering from a sprained thumb. The absence of Lieut.-Cdr. Mather gave P.O. Jenkins a walk over into the third round, his match with Lieut.-Cdr. Bing, however, resulting in an easy 3-0 win for the latter. Lieut. Colbeck and Inst. Lieut. Walker also reached the semi-finals in three straight games, against Surg. Capt. Curjel and Lieut.-Cdr. Bloomer respectively. Although winning 3-0, Lieut.-Cdr. Robathan had more difficulty against Lieut. Hodson, the latter not quite finding his form which earned him a second place seeding.

Another easy win 3-0 in the first semi-final, for Colbeck, over Bing, demonstrated his excellent fitness, speed and consistency. The remaining semi-final ended in a very creditable win, 10-9 in the fifth game, for Robathan over Walker, the latter allowing his chance to slip away in the fourth game. However, Robathan was obviously tired by this match and could not cope with Colbeck's running in the final. Colbeck achieved his fine win without loss of a game throughout the Championships and was heartily congratulated by Lieut.-Cdr. Hollis on being presented with the Merganser Trophy.

# Honours even after match played in rain

HOME AIR COMMAND, 3; DEVONPORT SERVICES, 3

**T**HE Home Air Command XV assembled at R.N.A.S. Culdrose on the Tuesday prior to the annual game against Devonport Services. There, owing to the ground being unfit for practice, the team was put through a rigorous hour in the gymnasium; this was to stand them in good stead in the "battle" to come.

The Services ground was declared unfit on Wednesday morning and the venue was therefore altered. In the event, the game was literally played on a quagmire with continuous rain from beginning to end. Quite obviously the forwards were going to do the work:

this they did extremely well, providing an interesting and exciting spectacle for the hardy supporters.

Air Command scored in the first half, from a well-taken penalty kick by Lieut. Sinclair and changed over at half time with three points to Devonport's nil. The Devonport Services after exerting the pressure in the second half scored a try from a mis-handling by full back Anderson—the only mistake in what was otherwise a splendid display. Luck, however, was with the Command team when the kick at goal struck the upright.

All in all this was a good game with a draw a fair result—giving the Air Command the tally of three wins, one draw in its matches against Dartmouth, Royal Marines, U.S. Portsmouth and Devonport Services—a much improved performance on last season's results.

## Coastal Minesweeper is Commissioned

**H**M.S. Bossington, a coastal minesweeper, was commissioned at H.M.S. Vernon on February 27. The ship, commanded by Lieut.-Commander R. Dunn, R.N., will undertake Reserve training duties. The commissioning service was conducted by the Rector of Bossington, a village near Romsey, Hants (the Rev. N. G. Powell) and villagers were present.

# Learning to ski for less than a pound a day

**W**ITH soccer and rugby pitches unusable owing to the weather, at first frost, and then mud, the sporting enthusiasts of Lossiemouth were faced with the problem of what to do with themselves. The sports officer, himself a winter sports enthusiast, decided that organised skiing parties would help to fill the gap.

Skiing is already quite popular in this part of Scotland where snow slopes are to be found from November until about March. As a result of the organised parties from the Air Station the sport is catching on at Lossiemouth as an official sport.

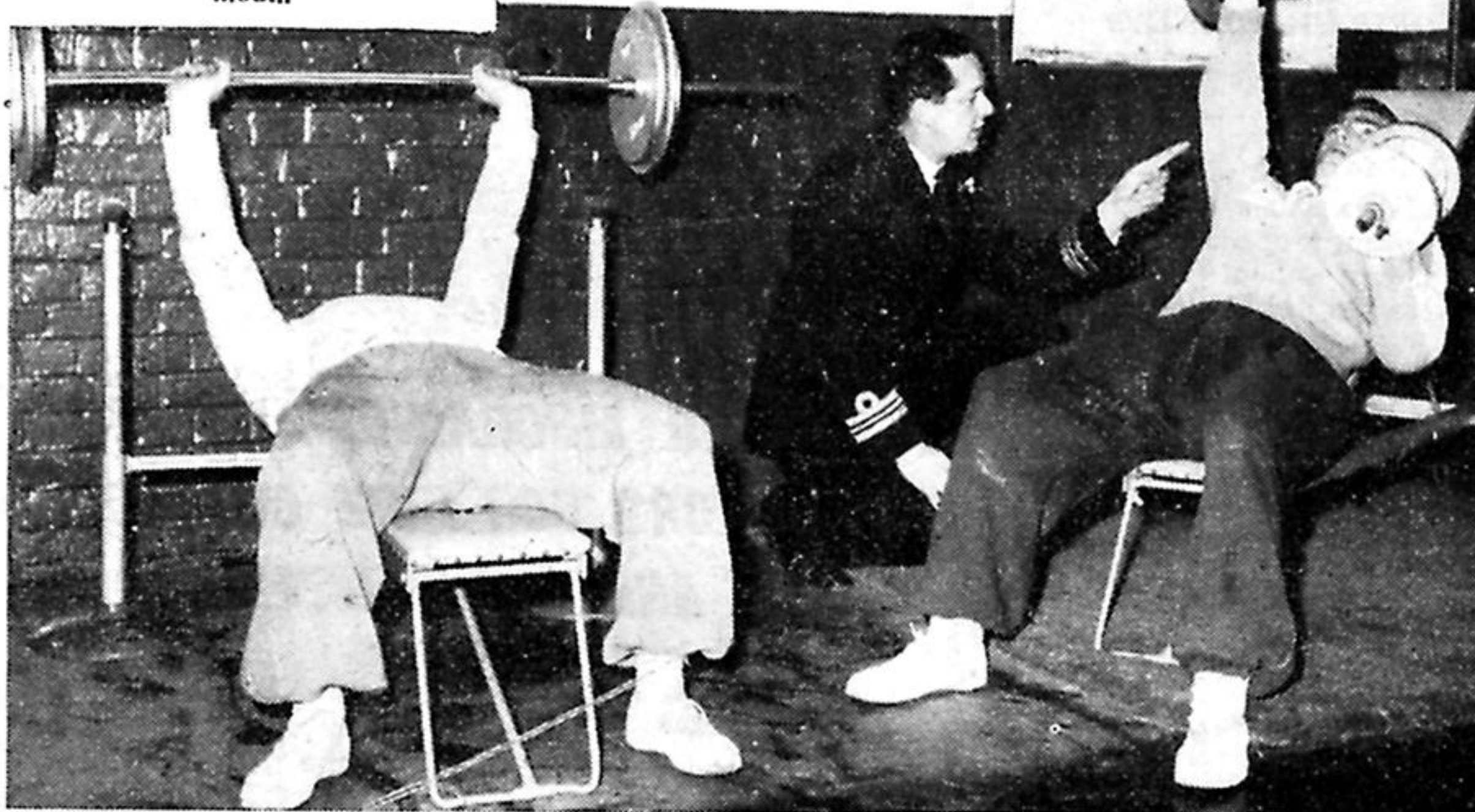
The nearest winter sports centre is near Carrbridge, Invernesshire. The slopes themselves rejoicing in the rather wonderful name of Slochd. An hotel at Carrbridge has an Austrian Ski School with a resident instructor

Herr Karl Fuchs. All the necessary equipment can be hired and instruction obtained.

Many of those participating in the organised outings had never been on skis before but after a hard day's instruction a great deal had been learnt. It is quite true that a few aches and pains resulted amongst the novices but nevertheless the parties have been extremely successful. At a basic charge of 19s. for the day the cost could be reckoned as being very cheap.

Unfortunately unless there is more snow the season looks as though it may be a very short one. In fact amongst the enthusiasts there are many long faces to be seen; it is quite common to hear the complaint, "Shocking winter this — hasn't snowed since January."

A corner of the Portsmouth Command Weight Training School at the Gymnasium, R.N. Barracks, Portsmouth



## WEIGHT LIFTING OR WEIGHT TRAINING

**D**URING the last 10 years there has been a tremendous growth in the application of weight training—both as a body-culture medium and a method of producing strength and endurance related to the specific needs of particular sports.

It is a mistake to confuse weight training with weight lifting, probably

because there is no apparent difference visually. In point of fact the two activities have entirely separate motivating factors. Whereas weight lifting is a sport in itself—the object being to lift, in a prescribed manner, as great a weight as possible—weight training is purely a means of exercising muscles or specific groups of muscles against

progressive weight resistance and thereby increasing their strength and endurance.

In order to provide facilities for this aspect of "games fitness," Portsmouth Command has recently expanded the weight training equipment and the P.T. staff are all qualified to teach basic weight training to beginners, while special exercise tables for individual sports are available for games players requiring them.

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